

JUN 23 '47H

ATLANTIC FISHERMAN

JUNE, 1947

**"TOPPER"
TAKES
A
TRIP
...on Columbian!**

IT'S a long way from the Philippines to the top of a tall Douglas fir in Washington.

Starting in the land of the finest Manila, in the heart of the best fibre-producing provinces, Columbian's resident buyers secure the pick of the fibre crop.

Then it is shipped to Auburn, N. Y. There it is processed by the most modern methods, in the best equipped mill in the world. The result is COLUMBIAN TAPE-MARKED PURE MANILA ROPE, the best rope modern science can produce.

Look for the red, white and blue surface markers—your assurance of absolute dependability.

There is no finer rope!

COLUMBIAN ROPE COMPANY

310-80 GENESEE ST., AUBURN, N. Y.

Columbian

TAPE
MARKED
PURE MANILA ROPE

Red
White
Blue

Boston Office and Warehouse

38 Commercial Wharf



Quick Starts ... Long Life

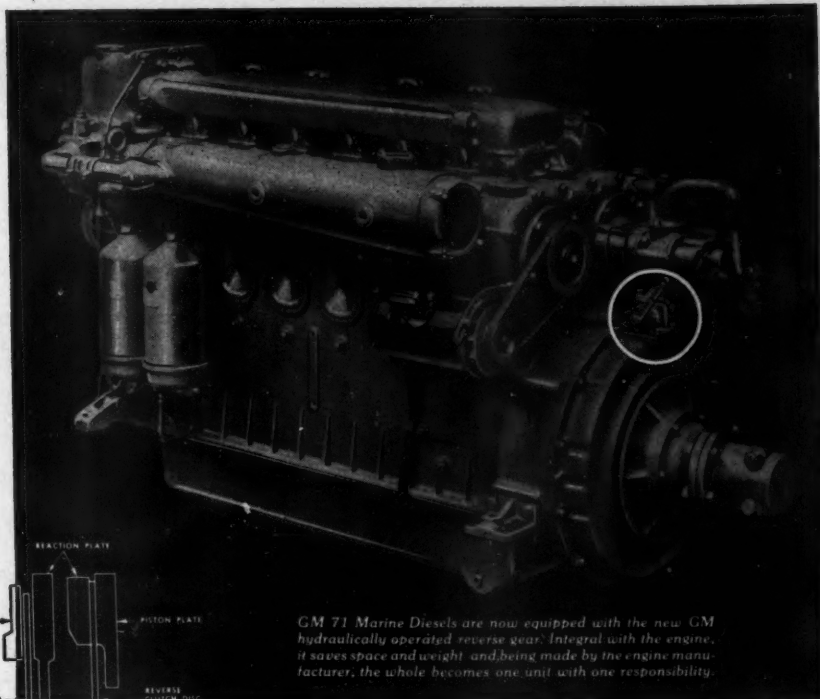
WILLARD BATTERIES — Automobile
Truck and Bus • Radio • Motorcycle
Tractor • Aircraft • Marine • Diesel
Stationary — Sold and serviced
by Willard Dealers everywhere.

Willard MARINE BATTERIES

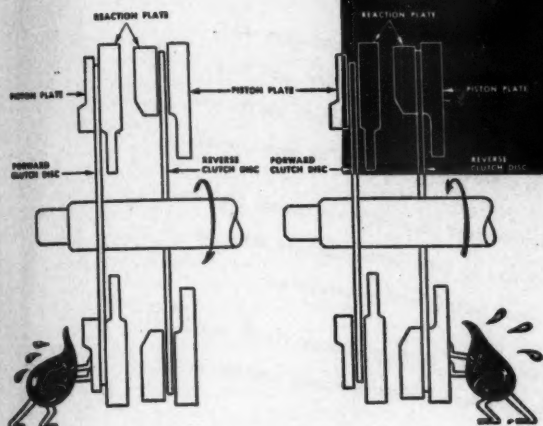
Dependability • Performance • Long Life

WILLARD STORAGE BATTERY CO. • CLEVELAND • LOS ANGELES • DALLAS • TORONTO

Built right into the engine



GM 71 Marine Diesels are now equipped with the new GM hydraulically operated reverse gear. Integral with the engine, it saves space and weight and, being made by the engine manufacturer, the whole becomes one unit with one responsibility.



In the new GM reverse gear, oil does the work.

THE New General Motors Marine Gear

GM Marine Diesels now have hydraulically operated reverse gear built right in. It saves inches of space, pounds of weight, and makes shifting gears a finger-tip job.

A tiny lever runs the show—oil does the work. Push the lever forward and oil pressure moves a piston plate that grips the forward clutch disc. Move it backward and the oil pressure goes to a piston plate that grips a disc attached to a plan-

etary gear that provides reverse motion.

So here you have a smooth, positive, reverse gear that is operated with a simple movement of the lever either at the engine or at the wheel. It works without boosters or external attachments. It's the kind of gear that everyone building or repowering a boat will want. Write for a complete description.

DETROIT DIESEL ENGINE DIVISION

DETROIT 23, MICH. • { SINGLE ENGINES ... Up to 200 H.P.
MULTIPLE UNITS ... Up to 800 H.P.

GENERAL MOTORS

DIESEL BRAVN WITHOUT THE BULK



Walter H. Moreton Corp.
CAMBRIDGE, MASS.

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Paxton Company
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Johnson & Towers, Inc.
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ESTABLISHED 1870

L.P. MAGGIONI & CO.PACKERS OF
OYSTERS, SHRIMP, CLAMS, GRAPEFRUIT AND VEGETABLES
MANUFACTURERS OF CRUSHED OYSTER SHELLS

MAIN OFFICE

SAVANNAH, GEORGIA, U.S.A.

September 20, 1946

CANNERIES
SAVANNAH, SOUTH CAROLINA
WILMINGTON, SOUTH CAROLINA
FLORENCE, SOUTH CAROLINA
JACKSONVILLE, FLORIDA
YAMSEES ISLAND, SOUTH CAROLINACABLE ADDRESS "MAGGIONI"
CALIFORNIA CODECANNERIES
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HARRIS-NECK, GEORGIA
ST. AUGUSTINE, FLORIDA
FERNANDINA, FLORIDAPettit Paint Co., Inc.
Belleville, New Jersey

Gentlemen:

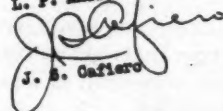
Kindly ship us (25) gallons of your Cuprocure which we understand has been used extensively as a prime coat wood preservative. We will use this material on two new boats, now under construction, and a prompt shipment will be appreciated.

We have never used your Cuprocure but assume that it will do its job as perfectly as your other products which we have used for so many years with great satisfaction.

Trusting that you are finding it possible to supply the demand for good Pettit Paints from your many customers, we are

Cordially yours,

L. P. MAGGIONI & COMPANY


J. S. Caffaro

JSC:WJ

Owners of commercial fishing craft have found that Pettit Yacht Finishes always give them what they need: smooth, good-looking surfaces — surfaces that have the "stand-up" qualities so essential to the STEADY operation of their vessels. That is why so many owners rely on Pettit Paints, and instinctively turn to Pettit for all their needs.

PAINT



Since 1861

PETTIT

AND SEE WHAT SERVICE MEANS

PETTIT PAINT CO., INC., BELLEVILLE, N. J.



ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes



P. G. LAMSON, *President*

GARDNER LAMSON, *Publisher*

L. E. HALL, *Editor*



Published Monthly by Atlantic Fisherman, Inc. 25 cents a copy, \$3.00 a year

Editorial, Circulation and Advertising Office: Goffstown, New Hampshire

Advertising Representatives: Kennedy Associates, 60 E. 42nd St., New York 17; Nourse Associates, 412 W. 6th St., Los Angeles 14.

VOL. XXVIII

JUNE 1947

NO. 5

Institute's Advertising Plan Will Expand Market

The tremendous problem of maintaining and increasing fish consumption now faces the industry. It is of primary importance, therefore, to develop new markets, and to further stimulate consumer interest in regions already acquainted with fishery products.

With competitive foods again becoming plentiful, intensive advertising programs will keep the public ever mindful of the advantages of those foods. A national advertising campaign of equal or greater intensity should be undertaken by the fishing industry.

The announcement that one third of the half million dollar goal of the National Fisheries Institute advertising fund had been pledged, indicates that such a campaign is well on its way to becoming a reality. The desirability of such a project has been suggested frequently over the past years. The time has now arrived when an advertising program is not only desirable, but is virtually essential for the continued progress of the industry.

Today, advertising is a vital merchandising tool that is being successfully utilized by many food industries. Unless the fisheries bring their products to the housewife's attention in a forceful manner, she is very likely to use some other food that is aggressively promoted.

During the past few years, the productive capacity of the fishing industry has been expanded considerably. In the war years, a large part of the production was used for the armed services and as a substitute for scarce foods.

In order to maintain the current size of the catch it is necessary to expand the domestic market. Fortunately, there is a good opportunity to do this, since the distribution of fishery products never has been fully exploited in many inland areas. For example, while fish consumption is as high as 30 pounds per capita in some sections of the country, it is as low as 5 or 6 pounds in others.

The consumption of fishery products is low as compared with other protein foods, being no greater than cheese, and in some places, less than that of peanuts.

It is necessary for the fisheries to secure a larger portion of the food dollar. The need for making the public more fish conscious is clearly evident. It is a job that can be done with an effective national advertising program.

In localities removed from the waterfront many people know little about fish and shellfish. Some of the more common varieties are unheard of, and the knowledge of fish cookery is greatly limited.

With the strides that have been made in transportation, filleting, packaging and quick-freezing, people throughout the country can get good quality, easy-to-serve fish and shellfish.

The proposed advertising plan of the National Fisheries Institute is designed to stimulate fish sales by educating people to its many varieties and nutritional qualities, and reminding them of its availability and ease of preparation. Such a campaign offers a sound investment for insuring continued prosperity of the industry.

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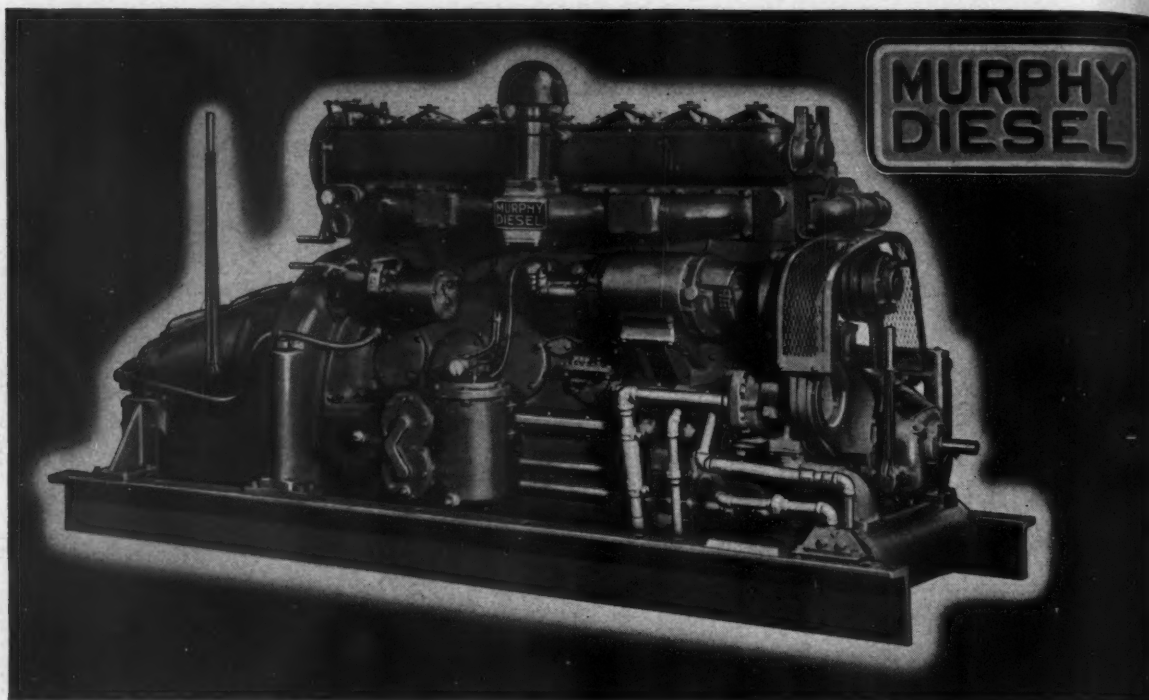
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A dependable Model ME-135, 5 $\frac{3}{4}$ x 6 $\frac{1}{2}$ ", 6 cyl. 135 HP MURPHY DIESEL Marine Engine, with 3:1 reduction gear, swings the 46 x 36" wheel in the "PACIFIC BELLE".

Powered for Profit

POWERED by MURPHY DIESEL means "powered for profit". Whether you operate fishing vessels, scows, tugs or other work boats, MURPHY DIESELS are the engines you can depend upon for the power you need, at minimum cost for operation and maintenance. MURPHY DIESEL compactness provides more space for pay-loads. MURPHY DIESEL ruggedness assures long life and dependable performance. Before you build or convert, see your nearest Murphy Diesel Dealer, or write to . . .

MURPHY DIESEL COMPANY

5321 West Burnham Street, Milwaukee 14, Wisconsin

PORTLAND, MAINE: The Harris Co.

HARTFORD, CONN.: Nicoll-Talcott Corporation

ATLANTIC CITY, N. J.: Edward Fell Jardine



RALEIGH, N. C.: North Carolina Equipment Co.

NORFOLK, VA.: Hampton Roads Tractor & Equip. Co.

JACKSONVILLE, FLA.: Burgman-Gillette Co.

DIESEL ENGINES: 90 HP TO 165 HP



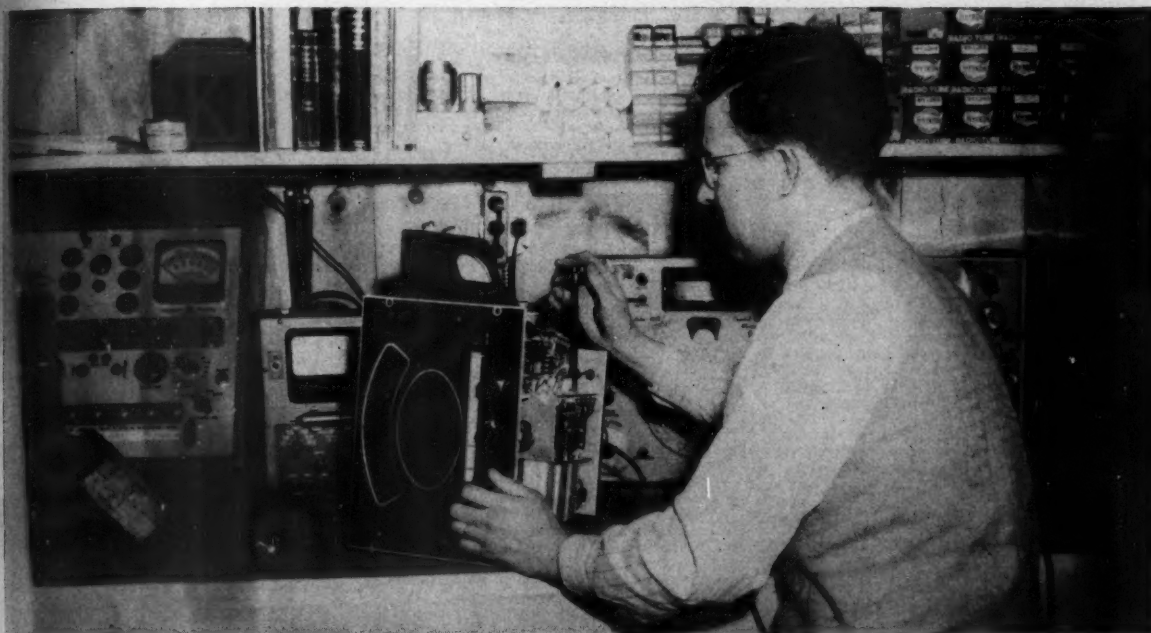
GENERATOR SETS: 60 KW TO 115 KW

Dependable Heavy-Duty Power

When You Buy KAAR

RADIO TELEPHONES and DIRECTION FINDERS

You Are Assured of Complete, Modern
Installation and Maintenance Facilities



W. E. Morgan, Radio Engineer for Sargent-Lord, making tuning adjustments on Kaar Type 25E Direction Finder.

If you want radio equipment you can depend on, you should: (1) Buy high-quality equipment. (2) Have it installed correctly. (3) Maintain it properly.

Buy KAAR from us, and your worries on these three counts are over. Let us make an estimate as to what it will cost you to have dependable radio gear aboard your boat.

To install and maintain modern radio equipment

requires modern techniques and test instruments, both of which we are prepared to provide. Our service equipment is portable; most maintenance work can be done right aboard your vessel.

Remember, the Federal Communications Commission requires that all transmitter adjustments be made by a licensed technician. Our engineer is licensed to adjust and operate all types of commercial radio transmitters.

**Full Line of KAAR Radio Telephones, Direction
Finders and Spare Parts Carried in Stock**

SARGENT, LORD & COMPANY

42 Portland Pier

Tel. 2-6537

Portland, Maine

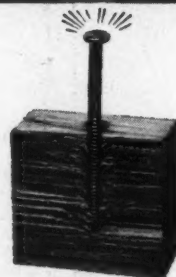
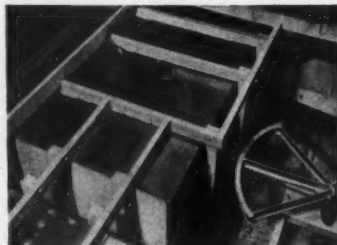
7 Pointers on how to improve and protect your hardworking boat

You get years of extra life when you
make these suggested repairs and replacements with
strong, tough, corrosion-resistant MONEL*



1. PROPELLER SHAFTS of Monel offer the best known protection against breakdowns at sea. They have strength and toughness to take the strain of high-powered engines. Resist corrosion in sea water... never rust. Available in all standard sizes on a quick delivery. Call your boat yard for price and delivery date.

2. FUEL AND WATER TANKS made of Monel resist corrosive attacks of bilge water, fuel oil, and gasoline. By ending the danger of rusting through, Monel fuel tanks reduce fire hazards, too. In a tight, strong Monel tank, drinking water stays fresh and pure. Ask your boat yard for full details.

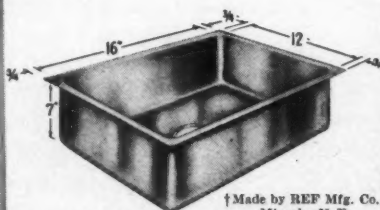


3. ANCHORFAST NAILS OF MONEL go in like nails... and hold like screws. Drive this nail home and scores of wood fibers become wedges anchored fast in the grooves. You can also get all standard types of fastenings in rustproof Monel... screws, bolts, rivets, washers.

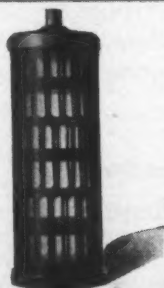


4. GALLEY EQUIPMENT of Monel stays bright and smooth. Drain boards, stove covers, and trim resist salt water and food acids... take the toughest kind of service. This hard, solid metal has no skin to chip, crack, or peel. Ask your boat yard about refitting your galley in Monel.

5. "SEA MAID" SINK BOWLS of tough, rustproof Monel are quickly installed. Seamless one-piece construction and rounded corners mean easy cleaning. You can flush these bowls with sea water without harming their silvery surface. Extra depth keeps water from splashing out. Call your local yard for full details.



6. WATER INTAKE STRAINERS of Monel sheet protect your cooling system from sand and foreign particles. Because Monel resists the attacks of both corrosion and erosion, these filters stay on the job years longer. For full details, write to Gross Mechanical Laboratories, 1530 Russell St., Baltimore, Md.



7. FUEL STRAINERS made by Purolator Company use a "ribbon" design filtering element of Monel. Fuel or lube oils don't build up corrosive metal deposits to clog this precision-built unit. For complete information address Purolator Products, Inc., Newark 2, N. J.

Leading boat builders agree that parts, fixtures, and fastenings of strong, corrosion-resistant Seagoin' Monel are mighty wise investments. Once installed they'll pay dividends for the life of your boat.

THE INTERNATIONAL NICKEL COMPANY, INC.
67 WALL STREET, NEW YORK 5, N. Y.



Monel * 

"...It's the SEAGOIN' metal!"
*Reg. U. S. Pat. Off.

The Sounding-Lead

FISHERIES FUNDS—After cutting Fish & Wildlife Service funds included in the Interior Department appropriations bill for the fiscal year beginning July 1, 1947, the House voted to deprive the commercial fisheries of help provided in the Agriculture Department appropriations bill by cutting Section 32 funds, so-called, from \$283,000,000 to \$40,000,000. Section 32 funds, which are derived from U. S. customs receipts and turned over to Agriculture, support that Department's Fishery Products Division, and are used for the purchase of perishable commodities, to support prices, divert commodities to industrial use or supply Federal institutions. Unless the Senate restores most of the original Section 32 appropriation, the Agriculture Department's program for the purchase of fish products in the next fiscal year will have to be curtailed.

The House Appropriations Subcommittee handling the Agriculture Department bill removed the fisheries industry from any consideration in the Department's research program, authorized by the Agricultural Research Act of 1946. Fortunately, however, and due largely to the efforts of Congressman Bates of Massachusetts, the House as a whole counteracted the Subcommittee's action. Thus, the newly named fisheries research committee probably will have a considerable voice in recommending research projects in transportation, marketing, packaging, etc.

The House also eliminated a fund of \$175,000, taken from customs receipts, which was to have been turned over to Interior for fisheries educational work. An attempt to have this amount placed in Interior's appropriation bill has been made by Congressman Horan of Washington, who testified on this matter the latter part of May before the Senate Subcommittee on Interior Department appropriations for the Fish & Wildlife Service.

Several industry representatives also testified before the Senate Subcommittee, including Lawrence Hart of the Gloucester Fisheries Association, Thomas D. Rice of the Massachusetts Fisheries Association, and Patrick McHugh of the Atlantic Fishermen's Union.

In asking that Fish & Wildlife appropriations be restored to 1947 levels, Hart pointed out that the fishing industry has not sought subsidies, crop insurance and parity, which are extended to agriculture. He stated, "Since the end of the War, the Federal Government has expended upwards of 80 million dollars in removing excessive inventories of Maine potatoes over the country in order to maintain parity prices. In contrast, since January 1 of this year, fish processors over the country have had to take very substantial losses in reducing excessive inventories of domestic frozen fish, while at the same time facing heavy importations of processed fish from our neighboring countries to the north."

STORAGE HOLDINGS—Cold storage holdings on June 1, 1947 were unofficially estimated at 78,000,000 lbs. by Fish and Wildlife Service experts, as compared to 70,202,000 lbs. on May 1, and 78,242,000 lbs. on April 1. The five-year average (1942-1946) for holdings at this time of year is 47,156,000 lbs., and the prewar five-year average was about the same. Officials report that it is natural for holdings to increase in June, and saw no comparison of value with wartime or prewar holdings. At present, they explained, more storage facilities are available for fish.

ANTI-TRUST CONVICTION—The CIO fishermen's union of Los Angeles, Cal. has been convicted of conspiracy to violate the anti-trust laws in fixing the prices of fresh fish sold to dealers.

The Government won the first round in its contention that unionization of independent producers to force price agreements is an anti-trust law violation.

The decision came in a precedent-setting case. A jury in the U. S. District Court at Los Angeles convicted Local 36 of the International Fishermen & Allied Workers of America, C.I.O., and 14 of its members and officers.

The C.I.O. fishermen were found guilty of conspiracy to violate anti-trust laws by use of pickets and boycotts to coerce Southern California dealers into price-fixing contracts for fish.

RADIO TESTS WAIVED—The Federal Communications Commission's Engineer in Charge, Walter Butterworth of Boston, Mass., recently stated that fishermen will no longer be required to take oral and written examinations in order to obtain radiotelephone operator permits. An applicant is now required only to sign a certificate attesting to his need for the permit, ability to send and receive spoken messages in English, ability to keep a rough written log in English, familiarity with communications regulations, and understanding of his responsibility to maintain familiarity with all such regulations.

MARKET OUTLOOK—Consumer demand for fish will remain strong throughout most of 1947, according to a recent Agriculture Department report on food prospects. The report revealed that very large quantities of fresh and frozen fish will be available, but that supplies of the major species of canned fish—salmon, tuna and sardines—will be relatively short until the latter part of the year when the 1947 pack is distributed. Civilian consumption of canned, fresh and frozen fish this year is expected to be at least as large as in 1946.

Imports of canned fish in 1947 are expected to be twice those of 1946, and will comprise about 15 percent of the total supply. However, imports of fresh and frozen fish, the department said, are expected to be below those of 1946. It is anticipated that relatively small quantities of canned fish will be purchased by the armed forces this year.

INTERNATIONAL TRADE—International trade in fish is complicated, according to officials of the Food and Agriculture Organization, and is scheduled for detailed study. More than 20% of the world catch enters into International trade, including such products as salted fish, canned fish, fish meal, fish oils and vitamin products. At present frozen fish has a lesser but growing importance.

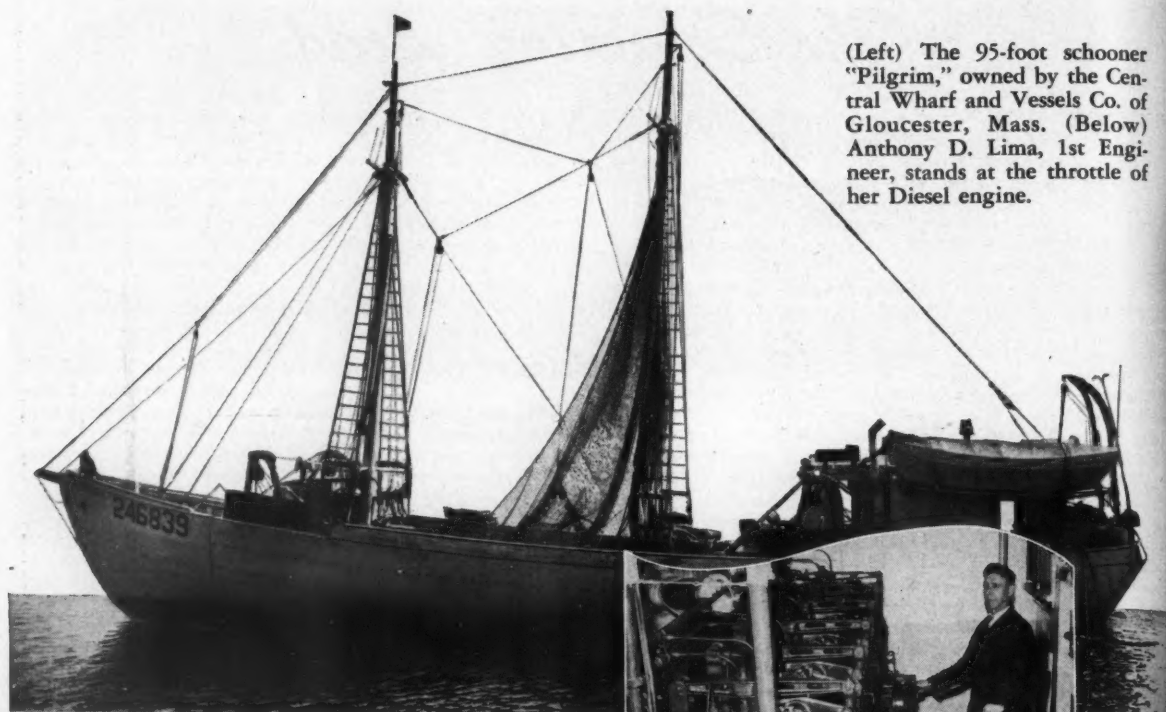
Of the products entering into International trade one of the most troublesome is salted fish, particularly salted cod and related species, FAO officials report. The history of salted fish marketing during the interwar period was marked by strong competition and rivalry between producing countries. Barriers to trade were raised in the form of quota restrictions, tariffs and other devices. To a large extent trade depended on bilateral agreements, many of which would be barred under the ITO draft charter. Only an International commodity arrangement might eliminate chaos in salted fish trading. Not much is known about the demand. Because of these factors, the FAO Fisheries Division is studying salted fish, and will report on this product by July 15, 1947, and again by December 1, 1947.

When the salted fish problem has been solved, the Fisheries Division will tackle problems of International trade in other fish products. The use of refrigerated storage and transportation is expected to expand trade in fresh and frozen fish.

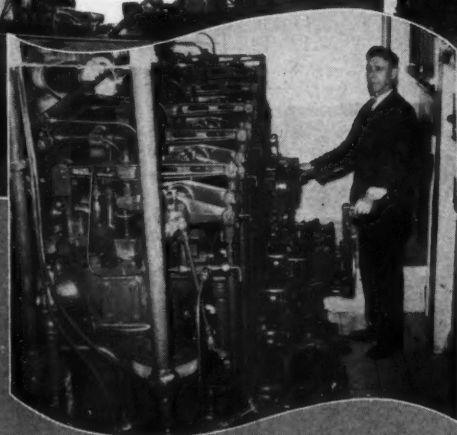
IMPORT THREAT—Government and industry experts are wondering whether or not the threat of low-priced foreign imports is decreasing. One thing is certain, they emphasize, for this year and perhaps next year, the threat is not nearly as dire as it was in 1946. So far this year filler imports have averaged only about half of last year's quantities. As of May 3, 1947, imports under trade agreements totalled 7,308,050 lbs., as compared to 16,744,426 lbs. imported in 1946 up to April 30.

Fish and Wildlife Service officials ascribe this decrease to the following factors: the strike in Canada in early 1947, which cut Canadian production; a lessening of demand for foreign fish due in part to greater domestic production of some species, particularly cod and haddock at Boston, where last year the fleet lost some 50 million lbs. of these and other varieties during a 5-month tie-up; price cutting on domestic fish, as on rosefish, which makes domestic products more attractive to dealers; the possibility that foreign producers fear adverse action against them by Congress if they flood domestic markets; and the avail-

(Continued on page 52)



(Left) The 95-foot schooner "Pilgrim," owned by the Central Wharf and Vessels Co. of Gloucester, Mass. (Below) Anthony D. Lima, 1st Engineer, stands at the throttle of her Diesel engine.



"GULFPRIDE OIL

keeps her engine sweet-running and dependable"

— says Captain Jose Jaqueta

"GULFPRIDE OIL is tops for tough fishing boat services," says Captain Jose Jaqueta of the schooner "Pilgrim."

Extra refining makes the difference! After the selected crude oil used in Gulfpride goes through the major refining methods, it is then superrefined by the Gulf Alchlor Process.

More than 15 per cent of the oil is discarded by the Alchlor Process—this 15 per cent contains the hydrocarbons most apt to oxidize and form sludge and other objectionable deposits.

Call in a Gulf Lubrication Engineer today and

ask him to recommend the proper type and grade of Gulfpride Oil for your equipment. He will co-operate with you to get the kind of lubrication that means bigger fishing profits! Write, wire, or phone your nearest Gulf office.



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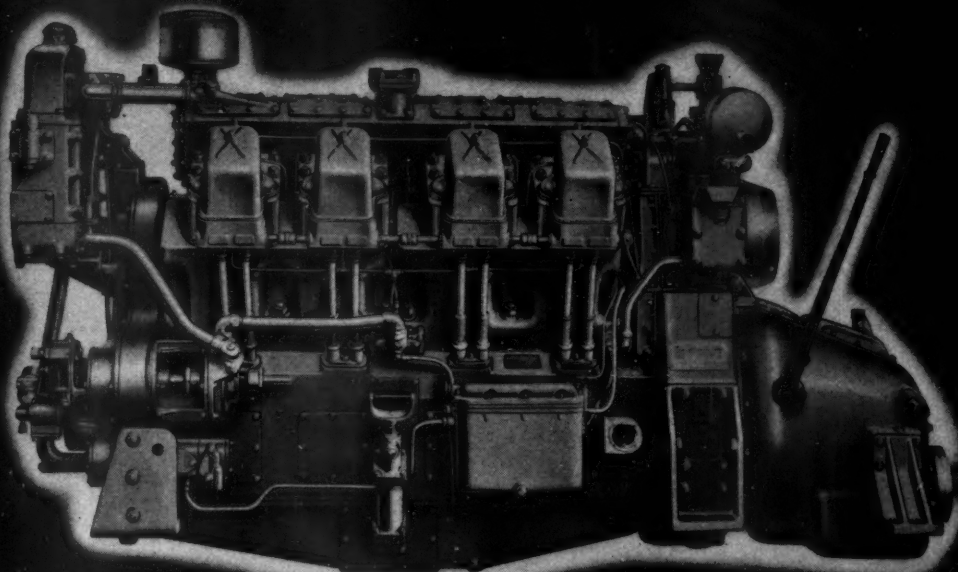
Boston • New York • Philadelphia • Pittsburgh • Atlanta
New Orleans • Houston • Louisville • Toledo

LET A FISHERMAN TELL IT:



"We've never lost a day of fishing due to engine difficulties. It never gives us any trouble. It's the most dependable engine on the market."

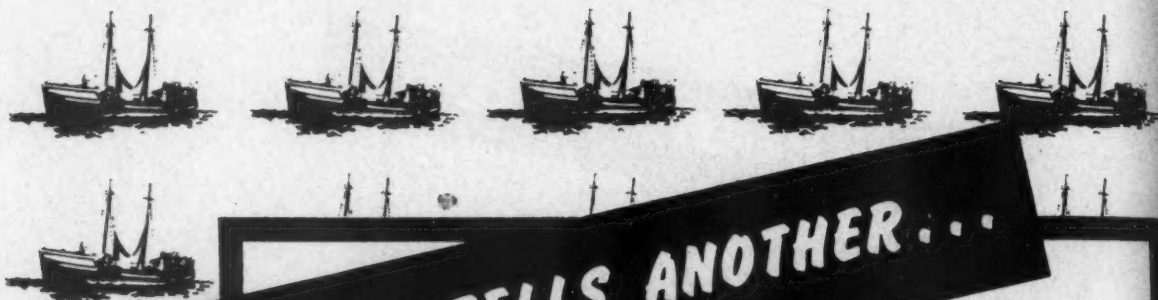
Ferdinand Salvador, Provincetown, Mass.



CATERPILLAR
DIESEL
Marine Engines

An 8-cylinder, 135-hp. "Caterpillar" Diesel Marine Engine powers the "Shirley & Roland," owned by Ferdinand Salvador. This 60-foot boat, with 45,000-pound hold capacity, fishes out of Provincetown, Mass., dragging for pollock off Cape Cod. Her "Caterpillar" Diesel drives a single screw through 2:1 reduction gear, and also powers the lighting system and winch.

CATERPILLAR TRACTOR CO. • PEORIA, ILLINOIS



ONE OWNER TELLS ANOTHER...

SINCE JANUARY 1, 1947, THE NUMBER OF BENDIX DEPTH RECORDERS IN USE ON NEW ENGLAND FISHING BOATS HAS INCREASED

66%

BENDIX is the fisherman's choice—all along the Atlantic, from Maine to Florida, along the Pacific, around the Gulf and across Canada more Bendix Recorders are now being sold than ever before.

Why? Because the Bendix helps fishermen catch more fish! It saves nets by warning of hazards and makes navigation easier, surer.

Ask the Bendix distributor in your port for a demonstration of this easy-to-use Recorder that draws a permanent chart of all undercraft conditions.

SOME OF THE NEW ENGLAND BOATS

Capt. Drum
Immaculate Conception
Bonaventure
Anthony & Josephine
Little Joe
O. K. Service IV
Three Sisters

Shipmate
Calm
Storm
Squall
Rosy
Acme

No More
O. K. Service V
Mary E.
Eleanor
Santo Antonino
Bethulia
Agnes & Nyrnie

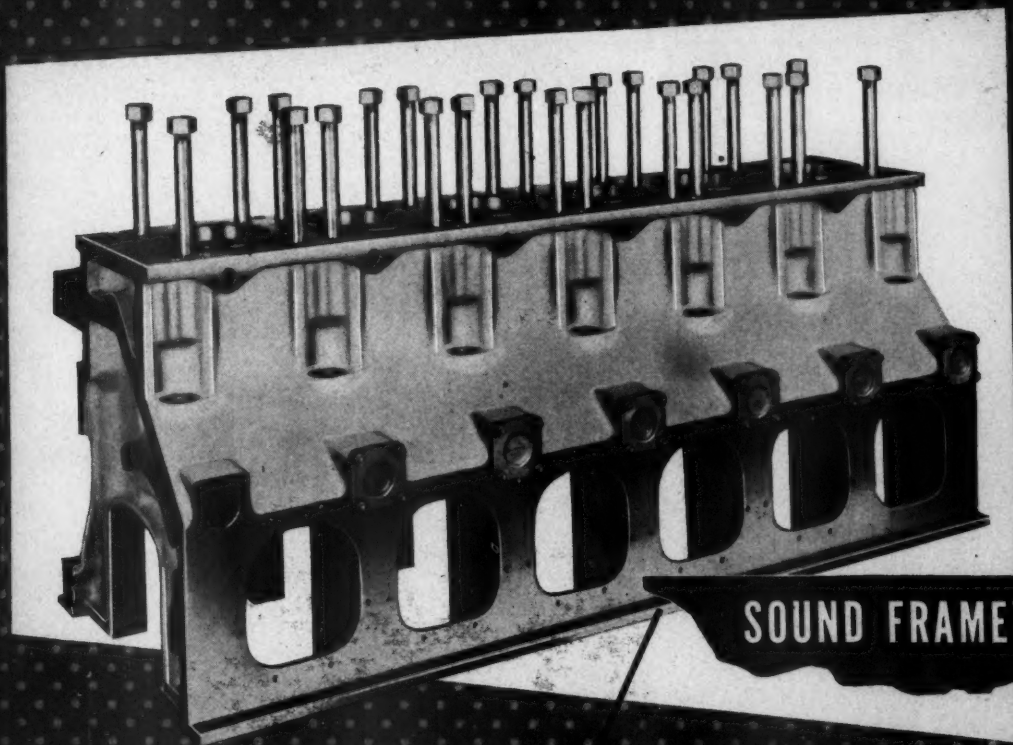
Bendix Equipped



PACIFIC DIVISION BENDIX AVIATION CORPORATION

General Sales Office—North Hollywood, California
 East Coast Office—270 Park Ave., New York 17, New York
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SOUND FRAMEWORK!

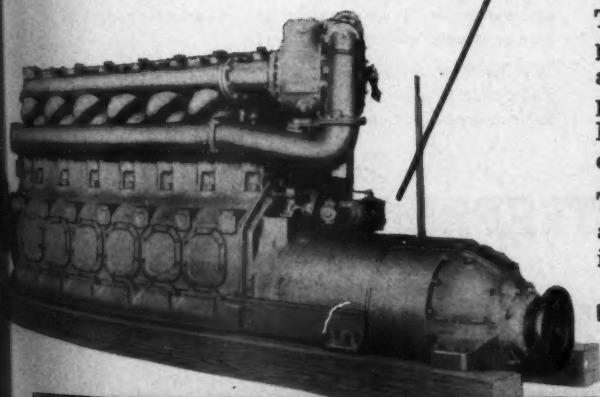
NORDBERG 9" x 11½" Supercharged MARINE DIESEL

The Frame of NORDBERG Marine Diesel Engines is an expertly designed, one-piece casting of alloy iron, which also serves as the upper crankcase and enbloc cylinder housing.

The frame has heavily ribbed, transverse sections which provide maximum rigidity, assuring permanent perfect alignment, and forming a sturdy structure for the working parts of the engine and for the mounting of auxiliaries. Large cored openings provide for efficient jacketing and circulation of water around the cylinder liners.

This medium speed, direct-reversing Diesel can be had in all models in port or starboard arrangement, for direct or in-line reduction gear drive, in ratios of 2.0 and 2.7 to 1.

NORDBERG MFG. CO., MILWAUKEE 7, WISCONSIN



BORE-STROKE } 9" x 11½". Built in 6, 7 and 8-Cylinder Models.
Standard Brake HORSEPOWER RATING } Non-Supercharged — 50 HP/Cyl. at 720 R. P. M.
Supercharged — 75 HP/Cyl. at 720 R. P. M.

Recommended speeds for marine service—600' and 720 R. P. M.

May we have the privilege of sending you a copy of
Bulletin No. 134 on Marine Diesel Engines?

NORDBERG
MARINE *Diesel* ENGINES
"MEAN MORE POWER TO YOU"

WHERE DEPENDABILITY COUNTS



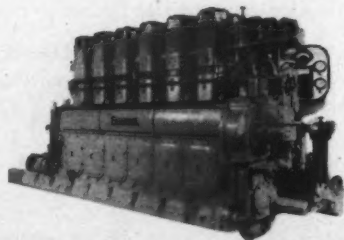
BERTHING A GIANT with efficient ENTERPRISE power

Giant liners span the open sea with ease, power, control. But once in port, they must look to the rugged, maneuverable tugs for safe berthing.

Enterprise Diesels have for years powered these tugs in ports throughout the world: one more application where keen judgment of Diesel quality has so often led to the selection of Enterprise. The "pay-off" in profitable tug operations is in their ability to perform dependably under all job conditions. Here are some of the reasons why Enterprise Diesels so completely

fill the bill in tugboat power: 1) They're compact, precision built for long, continuous duty. 2) Easy, fast reversing—can maneuver in a matter of seconds. 3) Pilot house control—complete remote control of engine operation. 4) Ability to handle variable loads and overloads. 5) Conservative ratings—ample reserve power assured in any emergency.

We invite your investigation of the wide range of Enterprise Marine Diesel Engine models. Normally aspirated or turbocharged up to 1800 HP per unit.



ENTERPRISE Diesels

ENTERPRISE ENGINE & FOUNDRY CO.
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Fishermen—Check Your Spare Gear

By Capt. Elwell B. Thomas

In my work I have the opportunity to observe the contents of a great many fishing boats and I find that the lockers of most of these craft are full of useless junk. They contain old and antiquated carburetors, broken pieces of castings, broken or worn out bits of marine hardware, bent nails, corroded lag screws, parts of old and discarded liquid type stoves, and what not. All this is not stuff that can be used as repair material or replacement parts, but just junk. Of course, the story is that a new piece of equipment is fitted to the vessel and the old or broken item is just chucked into the lockers instead of being sent ashore or thrown overboard. So the lockers are full of a useless hodgepodge instead of what should be stowed in them.

Make a List

It is often difficult, if not impossible, to immediately replace broken fittings because of their being of special design or because the vessel is at sea and there just are not any aboard. So, unhappily, temporary makeshift must be employed.

The wants of an individual vessel must be studied before making up a list of spare parts for it, but it is the purpose of this article to outline general equipment that could be carried, and how it should be cared for. Much of this spare and emergency gear should receive care in order that it can be in good condition and ready for immediate use. It is not very practical to purchase spare stuff and just chuck it into a locker and forget it. When it is needed it is apt to have rusted, corroded, or rotted until it is almost, if not entirely, useless.

If a vessel is fitted with portlights, of course they use a standard, square, rubber gasket material. This material is not carried by many dealers in marine hardware so it is well to carry a fathom or two of the right size. If an old gasket breaks up and comes away when you open a portlight, the seal is broken and water will drool down into the hull causing a condition that may induce decay. Now if you carry a fathom or two of this spare gasket, it should be liberally smeared with vaseline, then wrapped up in some oiled paper and stowed. Incidentally, if you smear the gasket that is already in the port with some vaseline, it will preserve it for many years, and will also enable you to open the port more easily. This advice also applies to metal hatches of one kind or another.

Engine Parts, Rope and Blocks

Spare engine parts should be carried, that is, small parts that frequently need replacing, such, for instance, as check valve parts, head gaskets, a few intake and exhaust valves, and so on, and these should be coated with grease to prevent rust and corrosion. Spare parts for gasoline, fuel oil, or lube oil filters should always be carried and kept in good condition. I always figure that enough lube oil should be aboard for at least two complete crankcase fillings, just in case of a bad oil leak if for no other reason. Sheet rubber, sheet cork, and other sheet gasket material should be found in the locker, and this rolled up and well preserved.

Where certain cap screws and so on may be occasionally broken such as in regard to a water manifold on an engine, it is well to carry spares of the right size as they may be difficult to obtain when needed. In fact, duplicates of any odd size of screw, bolt, nut, and so on should be carried aboard.

You would do well to have spare parts for the bilge pump aboard. The bilge pump itself should be kept in such condition that new parts can be fitted easily without breaking a lot of bolts because threads and nuts are rusted. The threads should be smeared over frequently with waterproof grease to keep them in shape. Spare seacock handles are very desirable for they frequently do break.

The right size of spare turnbuckles should be carried and these kept well greased and a few spare turnbuckle bolts are handy to have along.

It would be well to have a supply of a few lengths of rigging wire all made up with an eye splice over a thimble at each end. Also lay in some wire rope clamps in order that a piece can be quickly set in if a stay or shroud is parted. Such repairs can

serve until an entirely new shroud or stay can be fitted. Chain or wire should be carried as well to make steering gear repairs quickly and easily.

Spare sheaves and pins for blocks are a mighty handy thing to have on hand when needed, and spare blocks for tiller rope or chains might be needed. Incidentally, it would be a fine thing if the manufacturers of such blocks for steering gear would build a little more expensive block that would have removable sheaves and pins. I think most of us would appreciate this desirable feature and would gladly pay a somewhat higher price for a better fitting.

It is surprising how few fishing vessels carry a spare coil or part coil of rope in sizes necessary to reeve off new running rigging when needed. Surprising, too, that if they carry such they generally stow it in a damp locker where it soon molds and decays to an extent where it no longer is safe to use.

A few panes of glass cut the right size for the wheelhouse windows and skylights should be carefully stowed on board. Bedding compound, glazier points or batten material, as the case may be, also should be carried. A couple of spare glasses for portlights would be a good scheme. If the portlights are of different size, then at least one spare glass for each size of portlight would be advisable.

A complete assortment of spare keys not only for locks, but for deckplates and even for the ship's clock should be carried.

Occasionally it is well to even carry wood fittings such as a section or two of rub strake, or some such thing, wherein damage may occur and repairs can be immediately made, or at least speeded up by having the right size and shape of stock all ready to use. Some decent cans of paint rather than part cans of old paint skins, good brushes, seam cement, and so on should be on board and ready for quick service.

Remember the Galley and Head

If the vessel is fitted with a marine toilet, one of the rather complete repair kits made up and on the market for that particular model of toilet should be carried and the parts should be smeared with vaseline to preserve them. Incidentally, many marine toilets use bronze screws that are not of a thread easily obtainable, but they will be found in these kits.

A spare grate and stove bricks for the galley stove should be carried, and if there is ample room for stowage, a complete stove pipe assembly would be desirable. This should be complete with dampers of the proper size. Other galley spares should include galley pump parts such as leathers, foot valve, bolts and such.

It is well, and highly advisable, to carry a spare wheel of the right diameter and pitch, properly bored and tapered, together with a key, propeller nuts, and so on, in order that it is readily available for replacement. It also is desirable to have a spare tiller or rudder quadrant.

Spare lenses for running lights are highly advisable as equipment to have handy in the lockers. Certainly a spare socket or two, not only for running lights but the other electric light fixtures aboard the vessel as well, is a good investment. Of course an ample supply of spare bulbs and fuses should be carried. Some lengths of the sizes and types of electrical wiring used in the vessel should be carried. If waterproof electric deck fittings are employed on the vessel, then spare gaskets, caps, etc. are in order. In fact, a complete spare assembly or two of this is advisable.

If the vessel is fitted with various intricate radio and electrical equipment, stock some spares for the parts that commonly burn out or break.

Miscellaneous Fittings and Tools

Large assortments of both galvanized and brass or preferably bronze screws should be carried and these should vary in size and type. There should be a goodly number of each rather than just one or two. The same goes for bolts, lag screws, boat and common nails, and so on. Some lengths of both brass and

(Continued on page 47)

"Arcturus" Freezes Shrimp on Grounds

108-Ft. Steel Factory Boat is Modern Addition to Gulf Fleet

THE Gulf of Mexico shrimping industry is witnessing an event which may be a forecast of a coming change in the fisheries: the maiden voyage of the 108', quick-freeze, factory ship *Arcturus* now underway. Launched February 1 by Higgins, Inc. of New Orleans, this vessel's construction is of all welded steel with a deck beam of 25' and a 7' designed load draft within a depth of 12'6". She is modern from fantail to bow and is said to be one of the finest boats ever to make Morgan City her home port. Development of the *Arcturus* represents the forward thinking of Higgins' designers and engineers and her owners, Gulf Frozen Shrimp Co. of New Orleans.

May Freeze Fish Also

Production on the vessel probably will include certain species of fish as well as shrimp. According to the skipper, Capt. Donald L. Simon of Crowley, La., "It was our desire to build a ship that would permit us to take shrimp or fish directly from the water, freeze them instantly and keep them frozen with all their fresh goodness until they reach the consumer."

During the war, Capt. Simon saw service with the Coast Guard as Captain of the Port in Morgan City, prior to which he was chief enforcement officer for the Louisiana Conservation Department. Therefore, he is well acquainted with Gulf waters and a choice man to skipper the *Arcturus*. Besides being master of the new vessel, he is vice-president and general manager of Gulf Frozen Shrimp Co., a newly organized firm of New Orleans business men, including Eugene McCarroll, president; Philip Gensler, vice-president; Richard Montgomery, secretary; and J. W. Smither, Jr., treasurer. The Company will have its headquarters and main office in New Orleans, although the *Arcturus* will operate out of various Louisiana ports.

In developing this dual-purpose boat for both fishing and processing according to the requirements of the owners, Higgins made an exhaustive study of Gulf fishing operations. The designers and engineers then laid out the basic arrangement and equipment in anticipation of future demands as well as to cover those of the present within the fishing industry in general. As a result the vessel is an outstanding addition to the Gulf fleet and may influence future design and operation, not only in that locality but in many other fishing areas as well.

Equipment and Layout

Constructed in a completely seaworthy manner, the vessel's hull is divided by five transverse water-tight bulkheads which form a forepeak tank, ample quarters for 10 men, refrigerated hold, engine room, oil and ballast tanks and a steering room. The crew's quarters are equipped with suspended pipe berths and metal lockers.

Partial longitudinal and transverse bulkheads are employed to divide fuel oil and ballast tanks aft and to form a fresh water tank and chain locker forward. The *Arcturus* carries two 350 lb. Danforth anchors with 20 fathoms of 3/4" stud link chain. The anchor windlass is hand operated with two warping heads and two wildcats with friction brakes.

Contained in the deck house are quarters for four officers, showers, crew's toilet, the quick-freeze chamber and a completely equipped galley with two General Electric refrigerators and a Shipmate No. 140, four burner gas range with oven and broiler. Ample automatic pressure sets are provided to furnish fresh water and sea water for water closets, showers and the galley. Hot water is supplied by an automatic gas heater located in the galley. The aft section of the deck house forms a sheltered working area and is outfitted with wooden tables where the catch will be prepared for freezing. This preparation entails deheading the shrimp or filleting the fish.

The pilot house and chart room are on top of the deck house and are well equipped with a Higgins steering gear and foot brake; a Sperry gyro-magnetic compass; a Model DP12, super-heterodyne type RCA direction finder which covers a range of 100 to 1500 kc.; a Jefferson-Travis Model 350A-1 radiotelephone; a Submarine Signal Co. Fathometer Jr.; and a single lever clutch and throttle control designed and built by Higgins.

On the fishing grounds, the loading and processing of a catch will follow a regulated set procedure under the direction of Leroy Smith of Morgan City. Fish or shrimp will be brought aboard either from another boat or by net and temporarily stored in refrigerated deck boxes until they can be made ready for freezing.

Operating Procedure

The deck boxes are equipped with refrigerated coils which will keep the contents at a temperature of about 34° F. From here, the catch will be taken to the wooden tables located in the sheltered area of the deck house and prepared for freezing. After this operation is performed, five pound cartons of shrimp will be placed either directly in the quick-freeze room or in the ante-room. The evaporator in the quick-freeze room will maintain a temperature of -20° F. and is capable of freezing 1500 lbs. of shrimp in five hours or less depending upon the entering temperature. Powerful fans are provided to rapidly circulate cold air through shelves containing the catch.

The ante-room serves two purposes: first, it provides protection for the door to the quick-freeze room, preventing condensation and freezing when the door is opened, and second, it furnishes refrigerated storage space for about 2000 lbs. of processed shrimp or fish. Ante-room temperature will be maintained at 32° F. The final step in the processing operation will be to put 10 five pound cartons of the frozen product into larger boxes and place these, by mechanical means, in the completely insulated cargo hold. There, at a temperature ranging from zero to 10°, 70 tons of seafood can be preserved in a frozen condition for indefinite periods of time.

Upon entering port, hatches in the deck house and refrigerated hold can be opened and the cargo removed by means of the discharge boom. With this unloading equipment, it will be possible to discharge the cargo to refrigerated trucks drawn up beside the vessel. The product then may be delivered directly to consumer outlets, thus making the boat totally independent of shore facilities.

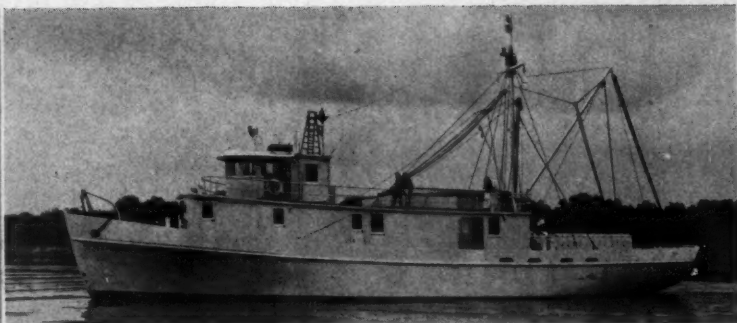
The average shrimp and fishing boat in the Gulf carries ice sufficient for a week or 10 days, whereas the *Arcturus* can be supplied to have a cruising radius of 1000 miles and can remain at sea indefinitely when the fishing is good. Carrier Refrigeration Compressor units for the cargo hold, quick-freeze room, ante-room, and deck boxes are a high speed type, direct connected and electrically driven. The diffusers are equipped for sea water defrosting and the condensers are the horizontal shell and tube marine type with cupro-nickel tubes.

Main and Auxiliary Power Plants

A 400 hp. General Motors 6-71 Diesel twin unit propels the ship at 11½ knots with the 56 x 50 four-blade Columbian propeller driven through a 5:1 reduction gear. The steel shaft is made up of a 4" line shaft with a 4½" tail shaft and turns in a Goodrich cutless rubber stern bearing. Each Diesel engine of the twin unit is equipped with a front power take-off. The port engine drives a 75 kw., 220 volt standby generator through V-belts while the starboard engine is connected by roller chain to the Stroudsburg Model 515½T hoist. The V-belts are arranged with an idler pulley so that in the event of a failure of the main auxiliary unit, the engine connected to the standby generator can be disengaged from the propelling mechanism by means of its clutch, and used to generate emergency power. Even under such circumstances with only one engine driving the propeller shaft, the boat can maintain a speed of 9 knots. The exhaust silencer is built into the hollow steel mast and main engine throttle controls are located in the pilot house as well as in the engine room. Fire fighting equipment includes both CO-2 and hand operated Pyrene extinguishers.

Electrical power is supplied by Exide batteries and a 75 kw., 220 volt generator which is direct connected to a six-cylinder, 165 hp. General Motors Series 71 Diesel auxiliary engine. The 2" bilge pump is operated by V-belts from a clutched power take-off at the front end of the auxiliary generator unit.

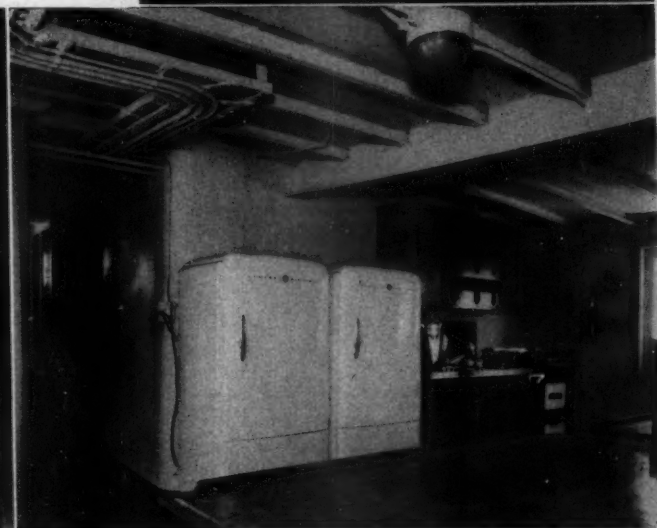
Above heading is the hoist unit shrimp



Above: The 108' shrimp factory boat "Arcturus" built by Higgins, Inc. for Gulf Frozen Shrimp Co., both of New Orleans. Left: Interior of pilot house showing the enclosed steering stand with foot brake, instrument panel, and Sperry gyro-magnetic compass repeater.



Above: The open aft end of the deck house containing shrimp de-heading tables on each side and in the center. In the right background is the freezer ante-room, and in the foreground the Stroudsburg hoist. Right: A section of the freezing room with the blast-freezing unit on the left. This circulates sub-zero air through the packaged shrimp on the shelves.



Left: Officers' stateroom. Right: The galley showing refrigerators, sink and lockers, and Shipmate gas range.

Great Lakes Fishermen Ask Rejection of Treaty

Fishermen of Wisconsin and other Great Lakes States are seeking the aid of their Legislators in a campaign to obtain a State Government declaration against the pending treaty in the U. S. Senate which provides for International regulation of the Great Lakes commercial fisheries. Assemblyman Frank LeClair and Senator Everett LaFond, both of Two Rivers, Wis., are pushing a resolution, already approved by the Wisconsin Assembly, which would advise the U. S. Senate to reject the treaty by which a joint board representing the United States and Canadian Governments would supersede individual State regulatory authority in the Great Lakes which bound both nations. Green Bay and Lake Michigan fisheries also would be removed from State jurisdiction under the treaty, and would be controlled by a National Government board of three members.

John R. Schacht, a Philadelphia attorney who has long represented Great Lakes fishermen, supported Wisconsin fishermen's objections to the treaty at a recent Senate committee hearing on the matter. Schacht warned that under National control local desires and interests might be thwarted.

W. J. P. Aberg, spokesman for the Wisconsin Conservation Commission, which has given support to International regulation of the Great Lakes fisheries for years, attended the hearing. He renewed the Commission's contention that real conservation measures for the Great Lakes fisheries are impossible without strict uniformity of regulations. Aberg declared that such uniformity cannot be obtained under separate State regulations.

Senator Melvin Olson, chairman of the Senate Conservation Committee, has postponed reporting the bill to the Senate floor until a second public hearing is held.

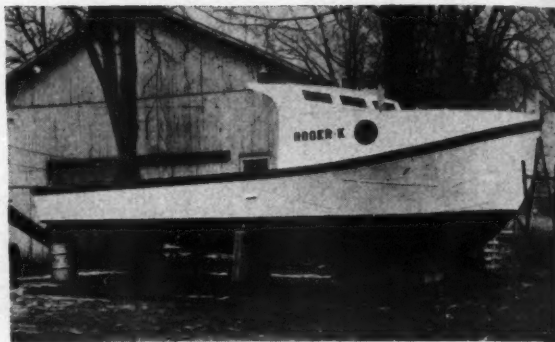
Favor Fishing During Closed Season

Nearly 100 commercial fishermen, the majority of them from Oconto and Pensauckee, Wis., voted about two to one in favor of fishing under permit in certain areas of Green Bay for whitefish, herring and smelt during the prohibited period, from April 15 to June 2, at a hearing held in Green Bay recently by the Wisconsin Conservation Department. The hearing was held as the result of requests for permits to use pound nets in some areas of southern Green Bay for the taking of whitefish, herring and smelt during the prohibited period, and for use of gill nets with a mesh of not less than $4\frac{1}{2}$ " for the taking of whitefish in the area north of a line from Geano's Beach road in Oconto County to Shoemaker's Point in Door County.

George Windross of Pensauckee, spokesman for those asking pound net fishing, declared that Michigan fishermen are able to start fishing as soon as the ice goes out, with the result that Wisconsin fishermen find their market flooded when the season opens.



Capt. Tom Coffey, right, of Marinette, Wis., and an assistant weigh a box of smelt for shipment. (Milwaukee-Journal Photo)



The 38' steel trapnetter "Roger K" built by Vermilion Engineering Co. for Kishman Fish Co., Vermilion, Ohio. She is powered by a Chrysler engine.

Speaking in favor of gill net fishing under permit for whitefish, Norbert Swaer, Pensauckee, asserted that if gill netting were allowed in the requested area, the run to the fishing grounds would be cut down from 16 miles to 8 or less, and that the proposed $4\frac{1}{2}$ " mesh would not injure pike in the Bay. Arthur Swaer, who operates out of Oconto, said that if gill netting were allowed in the area, congestion from Sturgeon Bay and Marinette fishermen on the present whitefish grounds would be eliminated.

Kenneth Bishop, Oconto, declared that whitefish do not make their permanent home in southern Green Bay, and that Spring is the only time they can be taken there. He agreed that if experimental permission resulted in a catch of 10% or more illegal fish, the fishermen would be willing to remove their nets.

Propose Jones Island Fishing Terminal

Milwaukee's commercial fishermen, who are faced with ouster from the banks of the Kinnickinnic River in order to make room for industrial development, will be moved to Jones Island if a \$300,000 municipal fishing terminal project, suggested by Harry C. Brockel, port director, is adopted by the permanent improvement program committee. Under Brockel's plan, the City would build, on a self-liquidating basis, fish houses and net drying yards on the west side of Jones Island, where a small slip would be dredged for the fishing tugs.

Many Kinnickinnic River commercial fishermen were once located on Jones Island, but had only squatter's rights and were forced to move some years ago. Among these are William Musha, who operates the fishing tug *Janice A.*; Frank Paczocha, who operates the tug *Loretta Mae*; August Koss, Joseph Rotta and Tony Dlugi.

Sixteen fishing tugs now dock along the Kinnickinnic River, and 100 men and their families are dependent upon them for their livelihood.

Edward Crossley

Edward Crossley, inventor of the original Crossley net lifter, and retired President of The Crossley Co., of Erie, Penna., died at the age of 77 on May 5 at his home in Erie. He was well known to fishermen all over the Great Lakes and in New England, having contacted them on many occasions in connection with their net lifting needs.

About 1906, while serving on fishing tugs he devised a machine for hauling nets to eliminate hand hauling. Beginning in a small shed in his back yard, the manufacture of these machines (now known as the Crossley net lifter) and other equipment for commercial fishermen eventually grew into the formation of The Crossley Co.

Among his survivors is a son, Henry, who is vice-president and treasurer of The Crossley Co.

To Construct Dock at Marinette

The Marinette, Wis. City Council recently authorized construction of a dock adequate for the mooring of 6 or 7 fish tugs. The proposed dock will be about 30' in width to allow the use of motor vehicles, and will be located at the north end of the Menekaunee slough bridge opposite the warehouse of the Smelt Association and south of the present fishermen's wharf.

It is estimated that the dock will cost approximately \$3,100, and an expenditure not to exceed \$3,500 was authorized to

Louisiana Orders Change In Oil Explorations

Oil companies making seismographic explorations for oil in the Gulf of Mexico recently were ordered by Commissioner Luther S. Montgomery of the Louisiana Wild Life and Fisheries Department to halt the detonating of dynamite on the floor of the waters. This action was taken after numerous Gulf fishermen had complained that dynamite shots make craters and upheavals on the floor of the waters, and that their nets are destroyed when dragged over the deposits. To prevent such damage, future seismograph shots must be fired from suspension, a few feet below the water level, in the Gulf of Mexico, Mississippi Sound, Chandeleur Sound and Lake Borgne, the Commissioner notified the companies.

Fishermen, however, who have been protesting dynamiting in recent weeks because they claim it destroys shrimp and other fish, are continuing efforts to have the companies refrain from the practice in shore line waters altogether, according to Anthony Alario of Westwego, spokesman for the group.

Several meetings have been held recently in protest against dynamiting, including one at Grand Isle, at which 300 fishermen were present. The fishermen plan to ask the aid of their State Legislators and Congressmen in having the dynamiting stopped.

The Southwest Louisiana Dealers Association has appointed a committee to confer with the Department of Wild Life and Fisheries on the matter of dynamiting. Members include Victor Guarisco and J. J. Hebert, who will serve with Harvey Lewis and Acklen LeBlanc of the Gulf Coast Seafood Producers Association and two representatives from the Police Jury.

It was pointed out that definite evidence affidavits as to the damage caused by seismographic operations must be presented to the Department, and steps have been taken by the Association to secure such evidence.

Damages totalling \$6,434,495.71 are sought by 14 Louisiana oyster producers who filed separate suits recently in Federal District Court against several oil companies and their employees claiming that oyster beds in Jefferson and Plaquemines Parishes have been injured by oil and other waste materials.

It is alleged by the oyster producers that from 1941 to the present date their beds have been damaged by large quantities of oil, gas, bleed water, oil refuse, sulphur waste and other substances which the defendants have failed to legally gather,

defray expenses. Construction of the new pier was prompted two months ago, when local coal companies advised commercial fishermen that because of the fire hazard the docking of fish tugs at coal wharves would be prohibited.

Make Sizable Trout Catches

Munising, Mich. commercial fishing operations were at early-season peak the first part of May, and fishermen were making sizable catches of lake trout. Some nets were set in Au Train Bay, while others were placed between Grand Portal and Portal Reefs and at other locations.

Wreckage of "Pal" Washes Ashore

A boat's stern, part of a pilot's cabin, and other charred wreckage which washed ashore 5 miles south of Pentwater, Mich. on May 6, have been identified as having come from the 40' fishing tug *Pal*, which disappeared in a fog on May 5 and is believed to have exploded and burned. The vessel carried a crew of three, all of whom are presumed lost, including Don Loncar of Pentwater, owner, and Merrill Gunther and Clyde Smith, both of Mears.

Vermilion Yard Launches Trapnetter

Topping off a successful first year in business, the Vermilion Engineering Co., Vermilion, Ohio, recently launched the 38' steel trapnetter *Roger K* for Kishman Fish Co., a local firm. This launching made a total of eight boats completed during the year that the Company has been operating.

The yard is a mile from the river and boats are hauled to the water by trailer. Walter R. Sterrett, Charles M. Smith and William E. Smith, with a total of 31 years experience in boat building, are the men who are piloting this new enterprise.



Part of the Morgan City, La. fleet of shrimpers. The 45' "Huckleberry Finn" and the 47' "Hilda B." both powered by Caterpillar Diesels, are owned by Carlton Fisheries of Berwick, La. The "40-Fathoms No. 1" and "40-Fathoms No. 12" are owned by General Seafoods, Inc. Both are 60-footers and "No. 1" uses a Gray engine while "No. 12" has a Buda.

destroy or otherwise control during their operations. They claim that pollution has become worse as the result of increased operations by the defendants.

Oyster Production Shows Increase

The oyster yield for the first 4 months of the year in the principal producing areas of the Gulf States, including Alabama, Mississippi, Louisiana and Texas, totalled 403,969 bbls., as compared to 279,527 bbls. in the same period of 1946. The April take was 115,066 bbls., against April, 1946 production of 98,836 bbls. Of the total production for the first 4 months of the year, 318,252 bbls. were utilized for canning.

Additions to Shrimp Fleet

The new 67' x 19' shrimp trawler *Pasquero Del Golfo*, owned by W. E. Kenon, partner in the Jumbo Shrimp Co., Morgan City, La., arrived at that port the middle of May from St. Augustine, Fla., where she was built. The vessel is powered by a Caterpillar Diesel, and will shrimp out of Tampico, Mexico.

The 62' x 18' *Lee Harderman*, another new vessel owned by Kenon, was delivered from Florida early in May. This craft has a General Motors engine, and will operate out of Morgan City.

The *Joan Pattie*, former Government Y.M.S. craft, and the *Elena*, former minesweeper, both of which are owned by the Coastal Shrimp Co., Morgan City, La., recently made their trial shrimping runs. The boats arrived in port early in May, the *Elena* from New Orleans and the *Joan Pattie* from Orange, Texas, where they were converted for the shrimp industry.

Large Size Shrimp Landed

The largest shrimp to be brought into the Morgan City-Berwick, La. section in many years were packed at the Twin City Cooperative on May 19. A quantity of the prawn averaged 4 to the pound. Frank Green had the largest catch.

The demand for shrimp was good during May, probably due to the approaching closed season.

Alabama Plans Oyster Restoration

The Alabama Department of Conservation recently awarded a contract to the McPhillips Packing Corp. of Bayou La Batre for the transplanting of 15,000 barrels of seed oysters from three reefs on the western side of Mobile Bay to designated areas of Bon Secour and Mobile Bays and the Mississippi Sound.

While oyster rehabilitation programs have been undertaken by Alabama in years past, the present project marks the first large scale effort to restore the industry through planting of seed oysters. Heretofore, shells secured from raw oyster houses and canning plants have been distributed to enlarge reefs. This older method was of some benefit, but marine biologists contend the planting of seed oysters is far more beneficial.

Selection of the reefs and areas to benefit from the program followed an intensive investigation of potential oyster producing bottoms in Mobile Bay and environs.

Review of Recent Fisheries Law Suits

By Leo T. Parker, Attorney at Law

NOT often do the higher courts render so many interesting and informative decisions involving catching and production of fish and oysters as have been rendered during the past few months.

The following brief review of these outstanding decisions is presented to help readers avoid similar legal controversies or to win unavoidable law suits.

Federal Laws Have Priority

It is well settled law that, in the absence of any Federal law it is within the competency of the States to forbid the exportation of fish and game taken within their territorial limits on the theory that they are in their sovereign capacities the owners of such fish and game and entitled to confine its use to their inhabitants. This, however, is true only where the Federal Government has not, through appropriate legislation, occupied the field. But where it has enacted legislation broad enough in scope to cover it, such legislation supersedes all right on the part of the State Government to deal with the matter at all.

For illustration, in *People v. Marine Products Company*, 177 Pac. (2d) 67, a California State law was before the court. This State law makes it unlawful to sell spiny lobster cooked or otherwise prepared for human consumption outside the State. The higher court held the law void because the Federal Government has fully occupied the field in view of a Federal statute regulating importation of both lobster and shellfish, "fresh or frozen" or "prepared or preserved in any manner". This court said:

"Here, the State of California . . . undertakes boldly to say that spiny lobster shall not be possessed here if cooked elsewhere. In our view such arbitrary interference on the part of the State with the importation of spiny lobster is in conflict with the recognition by Congress of sea foods as legitimate subjects of interstate commerce."

Discrimination Unconstitutional

Modern higher courts consistently hold that a regulation, law, rule or classification is valid which draws the line in favor of existing businesses as against those later entering the field if any reasonable and substantial basis can be found to justify the classification. On the other hand, such a classification is unconstitutional if it is purely arbitrary and capricious, resting on no reasonable or substantial difference between the classes when considered in relation to the object of the regulation, law or rule.

For example, in *Del Mar Canning Company v. Payne*, 175 Pac. (2d) 231, it was shown that the Fish and Game Commission adopted a rule that it would issue permits, to take sardines, only to complete reduction plants. This rule was enforced only against plants not operated in previous seasons. The higher court held that this rule is an unconstitutional discrimination against new operators.

Oysters on State Property

According to a recent higher court any person who unintentionally plants seed oysters on State property, does so at his own risk of financial loss. This is so because oysters, as well as fish and game, are originally the property of the State. In other words, no individual has any property rights in them other than such as the State may permit him to acquire.

For illustration, in *Wiegardt v. State*, 175 Pac. (2d) 969. The testimony showed facts, as follows: One Wiegardt has been engaged in the business of propagating, cultivating, raising, developing, and marketing oysters in Pacific county, and owns a large and substantial oyster bed abutting upon tide lands of the State of Washington. During the past 12 years, the boundary monuments between these oyster beds and the abutting State land were not distinguishable. Hence, Wiegardt by inadvertence planted oysters on the State reserve which at the time did not contain any bed of natural oysters, and had never been used by the State to propagate oysters.

After 12 years Wiegardt discovered that he had planted oysters on the State's property, and at about the same time the State officials discovered the same circumstance and started selling oysters taken from the beds planted by Wiegardt.

Wiegardt filed suit and asked the court to decide that these oysters are his personal property, and to enjoin the State from selling or otherwise disposing of the oysters.

Further testimony, during the trial, definitely proved that Wiegardt in good faith planted oysters upon the State tide lands, which were waste lands, without knowing that he did not own the lands and premises. Wiegardt had cultivated the oysters at all times and had been in the sole, exclusive and actual possession thereof and still is in the actual possession of this artificial bed of oysters.

Furthermore, Wiegardt proved that the value of the oysters thus planted and propagated in good faith is worth approximately \$10,000.00.

It is interesting to observe that the higher court refused to restrain the State from selling the oysters planted by Wiegardt on the State's property and, also, refused to compel the State to pay Wiegardt \$10,000, the value of the oysters planted on the State's property. This court said:

"No individual can successfully claim title against a State unless he can claim title from some specific grant from the State or relies upon some appropriate statutory provision."

Similar Cases

For comparison, see following cases where *McCarty v. Holman*, 22 Hun, N.Y., 53, the higher court held that a citizen acquired sufficient title in oysters, which he planted in beds where no oysters grew at that time, and designated their location by stakes, to maintain action for conversion against one who took them away.

In *Davis v. Davis*, 2 App. Div. 593, 76 N.Y.S. 539, it was shown that the State leased to the one Davis nine acres under the waters. The lease provided that Davis should at once cause the lands to be plainly marked by stakes, buoys, or monuments. This Davis did not do. Another person in ignorance of the lease, planted oysters on the plot. The court held that Davis owned no oysters. In *State v. Taylor*, 27 N.J.L. 117, 72 Am. Dec. 347, where one Hildreth planted some oysters in tide waters where no natural oysters grew, and marked and identified the place by stakes. A man named Taylor raked them up and carried them away, and the higher court held that Taylor could be convicted of theft of the oysters.

These are controversies wholly between individuals, that is, that they are not cases where any one was asserting title to oysters as against the State. But the higher court held that since Davis had failed to mark his plot, the one who had innocently planted the oysters could remove them because he had planted them through Davis' negligence and failure to mark his plot.

On the other hand, as above explained, neither a private individual, partnership, or corporation has any natural right to take fish or game except as such right is either expressly or inferentially given by the State.

Liver Oil Prices

Vitamin A is a unique commodity. It is a colorless substance having a chemical structure consisting essentially of a half molecule of beta-carotene. There has as yet been no commercial process developed by which it can be produced synthetically. The most important source of Vitamin A is the oil obtained from the livers of several species of fish and marine animals.

In *Halibut Producers Cooperative v. Porter*, 157 Fed. (2d) 332, it was shown that the principal business of the "Halibut Liver Oil Producers," consists of handling fish livers taken from fish caught by its members, extracting the oil therefrom, and marketing the natural oils, which are primarily valuable for their Vitamin A content. The operation of the business is profitable and the higher court held that sale of this commodity is on a different basis when compared with other products. The court said:

"Our conclusion follows that price differentials based upon differences in potencies of the Vitamin A oil were, as far as appears from the evidence before us, established on a fallacious basis, and were unjustified by any relationship between potency and price."

Diesel Operation and Maintenance

The Proper Care of Engines and How to Analyze Certain Troubles*

SINCE troubles with Diesels are largely located around the piston, the prevention of piston and ring-groove deposits is of vital importance. The character of the service, design, and mechanical condition of the engine determines how vigorous a detergent, if any, is required. Observation of the engine at time of overhaul will indicate what is needed in this respect. Once the right oil has been supplied, the oil must be kept in good condition. In general, keeping oil in an engine to the limit of safety cannot be recommended; there will then be no margin to take care of unexpected conditions which may arise. The best practice is to rely on the recommendations of an experienced lubrication service engineer.

Details of proper procedure for maintenance and repair are usually available in instruction manuals furnished by the engine manufacturers. Discussion of some important items follows.

Re-ringing and Break-in After Overhaul

Putting in new piston rings is so common an operation in overhauling engines that the ordinary precautions are fairly well known. Sometimes the condition of the ring grooves may be overlooked. Ring clearance is important for the proper working of the rings, even in a new piston. When the grooves are worn the piston should be discarded and replaced by a new one. In any case the use of thicker rings will not cure the trouble. The manufacturer's recommendation for the proper side clearance should be followed exactly.

It is fairly generally agreed that the piston rings and cylinder walls wear in (or mate) to a better bearing surface finish than can be prepared by going to extremes in machining.

However, when new rings are installed, it is to be expected that the new ring surfaces will not wear smooth very fast against cylinder walls already smoothed by normal wear; careful tests show this to be a fact. A re-ringed engine requires many hours of break-in running before oil consumption and blow-by approach their normal low values. If a heavy load is applied before new rings are well seated, scuffing may occur.

Break-in instructions are usually rather carefully followed for new equipment, but break-in after overhaul is just as important and more likely to be forgotten. The break-in period should be made twice as long as that for a new engine.

During overhaul, sludgy deposits can be removed with solvents such as naphtha or kerosene. If, for some reason, drastic cleaning with chemicals or a sand-blast is necessary, then the schedule of crankcase oil changes during the break-in should be the same as that for a new engine. If crankcase, rods, piston, etc., are chemically cleaned by caustic solutions, all protective films are removed from the metal, and the raw metal surfaces

promote rapid oxidation of lubricating oil. If such cleaning is necessary, oil changes, following overhaul, should be as frequent as for a new engine. *

Injectors, Oil Filters and Air Cleaners

The fuel injector mechanism is one of the most delicate and precise mechanisms used in industry and must be treated with great care. Perspiration from the fingers, left by ordinary handling, has been known to leave etched fingerprints on the fine surfaces, and even to freeze the plunger in the barrel overnight by corrosion.

An injector will give little trouble if it and the fuel are kept clean. Lubrication is not troublesome because even the lightest Diesel fuel has body enough to lubricate the close clearances of the plunger. But the fuel must be really free of all dirt, and of water, which is likely to cause corrosion. The fuel filter plays an important part in eliminating dirt.

There are several kinds of oil filters, including the fabric or cotton waste type, those filled with clay or fuller's earth elements, and the cleansable metal ones. All filters need regular replacement or servicing. It is common knowledge that filter efficiency falls off rapidly. The cost of a filter element plus the time needed for changing is very cheap insurance against the danger of shortened engine life. The safest course is to clean or change before the need for it is obvious.

The effectiveness of lubricating oil filters on uncompounded oils is usually judged by the color of the oil after passing through the filter. The more closely the color matches that of the original oil, the better the job of filtering.

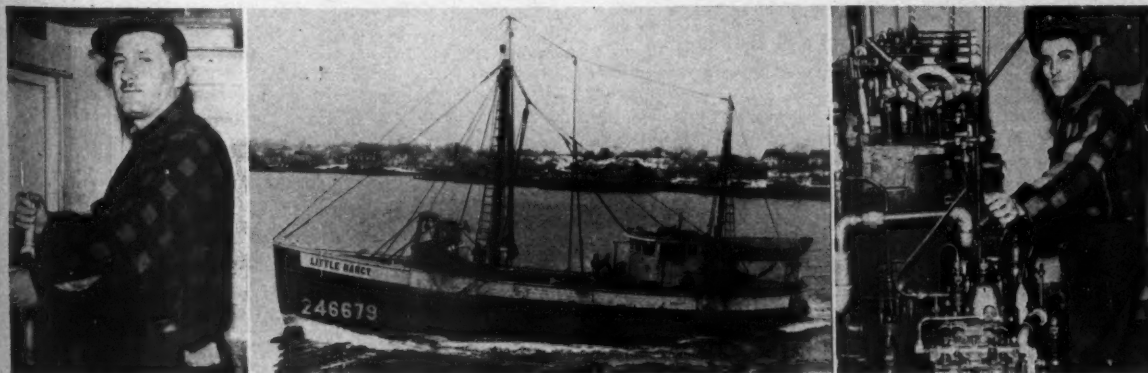
Filtration of oils containing detergents is more complicated. The detergent forms a film around the extremely small particles of fuel, soot, dirt, and other solids in the oil. For this reason detergent oils may darken as rapidly as though no filter were in use. This does not mean that a good filter should not be used with detergent oils.

Careful laboratory tests have indicated definite removal of detergent materials by oil filters. In the case of a bag or waste-type filter this removal of the detergent is at a relatively slow rate. Ordinary earth-type filters can be expected to remove detergents much more rapidly. Some filter manufacturers now market special cartridges for use with detergent oils.

An important point to be remembered in connection with the use of detergent oils is the desirability of changing filter cartridges at least as frequently as the crankcase oil is changed.

Proper servicing of air cleaners is extremely important. Heavy-duty oil-bath type air cleaners are usual equipment on Diesel engines. These cleaners, as well as those of the oil-wetted type, should be kept in good working condition by servicing at

(Continued on page 50)



The 75' Boston dragger "Little Nancy" owned by John Bruno, with her skipper Frank Sanfilippo at left and engineer James Licata, right. The boat is equipped with a 155 hp. Atlas Diesel, Love muffler, Columbian propeller, Willard batteries, Hathaway winch, Submarine Signal Fathometer, Gold Medal nets, and Columbian rope.

* Excerpts from a book on the Lubrication of Diesel Engines issued by Gulf Oil Corporation—Gulf Refining Company.

Florida Bill Would Allow Sponging Nearer Shore

The Pinellas County delegation to the Florida Legislature recently introduced a bill which would permit sponge divers to use deep-sea equipment as close as three miles to the shore line. The present law forbids the use of diving suits or helmets for commercial sponge taking within 10 miles of shore.

N. G. Arfaras, former head of the Tarpon Springs Sponge Exchange, has requested enactment of a law which would prohibit the harvesting of sponges less than 6" in diameter from the Gulf of Mexico. He reported that Gulf sponge beds are now largely depleted, and unless they can be built up by protecting smaller sponges the industry will be adversely affected.

Illegal harvesting of undersized sponges, a hurricane in 1935 which disrupted sponge beds and a recent destructive blight were cited as contributing causes to the scarcity of sponges. The present law against harvesting undersized sponges is ineffective because of a provision making it necessary to prove the sponges were taken from certain areas specified by law before a conviction can be obtained, according to Arfaras.

Another problem of the sponge industry is the importation of Mediterranean sponges. Sponge producers report that 209,945 lbs. of sponges, valued at \$1,935,000, were imported in 1946, and claim that their business has fallen off as a result.

Senators Holland and Pepper and Congressman Peterson of the first district attended a recent Tariff Commission hearing on the matter, and were co-authors of a resolution in the Senate to give the Tariff Commission authority to investigate the sponge industry and its costs. There is a tariff ranging from 7½¢ to 23½¢ a pound on sponges and under the Tariff Act the President has the authority, if conditions warrant, to increase or lower any existing tariff 50%.

Seafood Producers Elect Officers

The Atlantic Seafood Producers, Inc., which represents shrimp producers and dealers of Florida, Georgia and South Carolina, held its annual meeting at Fernandina recently, and re-elected George Dodge of Thunderbolt, Ga. as president. Other officers elected were as follows: Vice-Presidents, J. T. Lopes, St. Augustine, J. C. Ferguson, New Smyrna Beach, W. M. Brooks, Fernandina, Paul Ploeger, Jr., Darien, Ga., and Henry Ambrose, Thunderbolt, Ga.; Secretary-Treasurer, John R. Salvador, Fernandina; Executive Secretary, Ralph P. Fancher, St. Augustine.

Would Set Size Limit for Shrimp

A measure was introduced May 23 by Senators McArthur of Fernandina and Fraser of St. Augustine which would make it unlawful to catch in Florida waters shrimp of lesser size than a count of 55 to the pound, heads off. The bill is intended to conserve young shrimp.

The House recently passed unanimously a bill restraining persons from outside Florida from taking shrimp or prawn in the waters of the State unless their home States have reciprocal agreements with Florida.

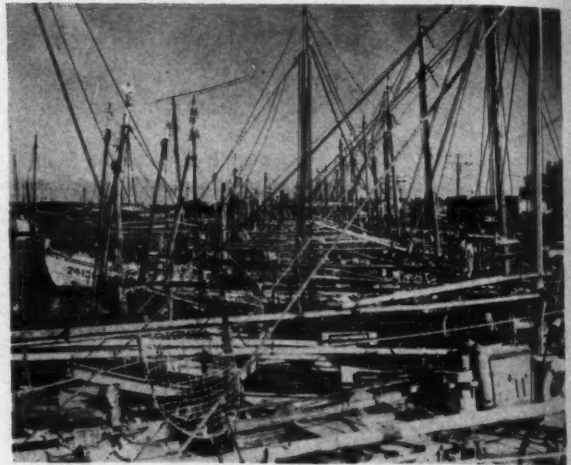
Heavy Spanish Mackerel Run

A heavy run of Spanish mackerel, together with some bluefish and king mackerel recently broke the season-long shortage of fish for Fort Pierce commercial fishermen. The Spanish mackerel catch has amounted to hundreds of thousands of pounds since the run started. United Fish Co. reported a total take of 600 barrels during a recent 7-day period, with the daily haul running from 50 to 175 barrels. Stuart commercial fishermen also caught large numbers of Spanish mackerel during May.

T. J. Bodiford of Panama City, owner and operator of the commercial fishing boat *Mistic*, caught 170 lbs. of king mackerel recently, the first seen near the Panama City coast in several months. The largest single fish weighed 29 lbs.

Netting Banned in Escambia Bayous

The use of nets, except hand crab nets and hand shrimp nets, is prohibited in certain Escambia County waters under a bill which became law on May 13. Introduced by Rep. Harry J.



A portion of the 176-boat sponge fleet at Tarpon Springs, Fla.

Botts, Jr. of Pensacola, the bill outlaws the use of nets in the following waters: all Bayou Grande except between the railroad trestle crossing it and its mouth; all Bayou Chico except between the railroad trestle nearest the mouth and the mouth; all Bayou Texar except between the L and N trestle and its mouth; all Bayou Marcus except at the mouth lying not more than 250' east of the east shore of Perdido Bay.

A bill to prohibit the use of haul seines, drag nets or stop nets in Sarasota County's inside salt waters, north of Lemon Bay, recently was passed by the House. Introduced by Reps. Jerry Collins and J. R. Peacock, both of Sarasota, the proposed law would set a maximum penalty of a \$500 fine or a year's imprisonment, or both, for violations.

The use of nets, seines and traps for catching salt-water fish in the inland salt waters of Volusia County would be banned under a bill introduced in the Florida House by Reps. Cobb and Hawkins. The measure was sponsored by the Conservation Committee of the Chamber of Commerce, and calls for a referendum.

Closed Crab Season

The Florida House recently passed a bill which provides for repealing the present closed season for blue crabs, but would not affect the law which prohibits the taking of crabs less than 5½" wide. The bill was introduced by Rep. Bourke Floyd of Franklin, who claims that the present closed season for blue crabs is incorrect scientifically. Under the measure, no closed season would be set until a scientific study is made of the spawning habits of the crabs.

Okeechobee, St. John's River Bill

The Florida House and Senate recently passed a bill which would exempt commercial fishermen from penalties for netting in Lake Okeechobee and in the St. John's River from Volusia Bar to the ocean. Supporters of the no-penalty bill contend that it will enable hundreds of commercial fishermen to return to their fishing jobs despite a Game and Fresh Water Fish Commission ruling which closed waters of the Lake and River to commercial fishing last October 1. The bill does not affect present regulations prohibiting commercial fishermen from catching black bass.

An assessment of 1¢ a pound on all fish products sold, to set up a fund for a private survey and study of Lake Okeechobee, recently was voted by the Lake Okeechobee Commercial Fisheries Association.

Seek Dredging of St. Lucie Inlet

Acting on information furnished by Salerno commercial fishing interests, the Martin County Inlet Committee has requested Rep. Dwight Rogers to secure an emergency appropriation to dredge the St. Lucie Inlet. A sand bar has cut off all but 30 yards of the channel, and in that space there is only about 3½' of water at dead low tide. Douglas Shelton of Shelton Fish Co., Salerno, recently pointed out that the entire Salerno commercial fishing industry, valued at around \$750,000, is threatened.

Maine Clammers Conduct Cooperative Seeding

Under the guidance of Sea and Shore Fisheries Shellfish Specialist Dana Wallace, West Harpswell clam diggers have been carrying out a program of clam restoration in the depleted flats of Stover's, Peter's and Fan Orr's Coves.

Since the flats will remain closed until Sea and Shore Fisheries officials have determined that the clams are ready for digging, several check plots of marked clams are being planted in each area in order that the rate of growth may be determined periodically.

A cooperative "bee" with some 20 to 25 local fishermen taking part, the plan was started by Albert Rush who circulated a petition requesting that the depleted areas be closed to digging. While some of the men dig seed clams, others transfer the bivalves to their new home where they are carefully planted after the flats have been loosened by harrowing.

Local diggers predicted that at the normal rate of growth of these flats, the clams would more than double in size by early Fall.

The lifting of a ban on clam digging in large areas of the Union River, Bluehill Harbor and the Machias River recently was announced by the Department of Sea and Shore Fisheries. The action was made possible as the result of a recent resurvey of the flats by the Sanitary Water Board in cooperation with the Sea and Shore Fisheries Department and the Department of Agriculture.

The closed area at Bluehill has been diminished, and clamming is now barred only on the flats north of a line drawn from Peters Point due west to a red painted post on the west shore of the harbor. The Union River line has been extended several miles upstream, freeing Surry Bay and other areas.

Good productive areas near Machiasport have been opened, and digging is permitted both north and south of the following boundaries: beginning at a point on the east side of the roadway at the foot of Mill Hill, extending in a southeast direction across Machias River to a location called Crocker's Point, thence following said River southerly to a point on the north side of Frank Libby's Cove, thence in a westerly direction across said River to a point called Graveyard Hill, thence following the said River northerly to the place of beginning.

Approximately 14 acres of clam flat areas in the town of Scarborough recently were closed to digging for purposes of conservation and propagation.

"Little Growler" Changes Hands

Mrs. Evelyn Ross of Owls Head recently purchased the dragger *Little Growler* from Joseph Dolan of Guilford, Conn. The *Little Growler* has been fishing out of Rockland for nearly two years, with Norman Stinson of Swans Island having been her latest skipper.

Eastport Waterfront Swept by Fire

A fire which originated in the Mearl Corp. swept over a quarter mile of Eastport's waterfront on May 21, causing dam-



The 31' lobster boat "Two Brothers" built by Herman and Roland Pinkham, owners, of Boothbay Harbor, Me. The boat has oak frames and is planked with 1 1/4" native cedar. She is powered by a Chrysler Ace with 2:1 reduction.



First day participants in the Pine Point, Me., lobster propagation program are shown as they gathered for the branding of the female lobster. In front are Steve Bayley, left, and Warden Supervisor Dwight Underwood of Saco. In the middle, left to right, Haswell Turner, Vance Turner and Albert Jordan; rear, Lloyd A. Turner, Robert Collins, Edward Bayley, Roger Fogg.

age estimated at nearly \$1,000,000 and completely destroying one of the sardine plants of the Holmes Packing Corp., the firm's sardine carrier *Bessie L.*, which had just had a new engine installed during the day, several wharves, and a storage building of the Riviera Packing Co. A second plant of the Holmes Packing Corp. was damaged badly, but was said to be salvageable.

Moses Pike, principal owner of the Holmes Packing Corp., indicated that the two sardine plants would be rebuilt.

"Theresa" Destroyed by Fire

The fishing boat *Theresa*, owned by Raymond E. Stoddard, Nathan Esposito and Joseph Esposito of Portland, was destroyed by fire at Widgery Wharf on May 14 after the engine backfired and ignited gasoline in the bilge.

Asks Lighted Buoy for Quoddy Area

Representative Frank Fellows of Maine recently asked the Coast Guard to install a lighted buoy at Jim's Point, 1/4 mile offshore between West Quoddy and Long Point. Herring fishermen report that there are traps and weirs in many coves along that part of the coast, but that often fishermen cannot get in because of fog and bad weather.

New Bedford Cordage Salesman Covers Maine

New Bedford Cordage Co. of 233 Broadway, New York City has announced that Donald Jumper will cover the Maine Coast as the Company's salesman. He is making his home in Southwest Harbor.

Mr. Jumper has been with the Company for several years, having started his training in the New York office and obtained considerable technical background at the mill in New Bedford.

Three New Boats

The 61' dragger *Roann* built for Capt. Roy Campbell of Vineyard Haven, Mass. by Newbert & Wallace, Thomaston, was launched May 21. She was christened by the owner's wife, and will be powered with a 115 hp. Caterpillar Diesel.

Lowell Sproul of Boothbay Harbor recently completed a 32' stop-seiner, the *Myrcra*, built entirely by himself. She is equipped with a 108 hp. Lathrop engine and will fish for the Bath Canning Co.

The 38' x 11'6" x 3'7" dragger and swordfisherman *Jeanne* built by Waldoboro Shipyard, Waldoboro, for Capt. Cornelius Poillon of Westhampton Beach, N. Y., recently started fishing. Of Eldredge-McInnis design, the boat carries 15,000 lbs. of fish. She is equipped with an 83 hp. General Motors Diesel with 2:1 Twin Disc reduction gear, 28 x 20 Michigan propeller, Submarine Signal Fathometer Jr. and Danforth anchors.



Left to right, James S. Darling, president of Oyster Growers and Dealers Assn.; Dr. Lewis Radcliffe, director of Oyster Institute; Dr. Victor L. Loosanoff, president of National Shellfisheries Assn.; J. Richards Nelson, 2nd vice president of Oyster Growers and Dealers and treasurer of National Shellfisheries.

Oystermen Hold Annual Convention

Culture, Quality, Sales Promotion Discussed at Asbury Park Meeting

AN attentive delegation of oystermen and State and Federal shellfishery officials were present at the joint annual convention of the Oyster Growers & Dealers Association of North America, Oyster Institute of North America, and National Shellfisheries Association, held in the Berkeley-Carteret Hotel, Asbury Park, N. J. on June 3-5. Approximately 200 persons attended the Convention which was the 40th annual gathering of the oyster industry. The program featured many practical discussions of problems relating to the production and distribution of oysters by men in the business and by officials who work closely with it.

James S. Darling of J. S. Darling & Son, Hampton, Va., president of the Oyster Growers and Dealers Association since 1941, was reelected for another year. Also reelected were Paul O. Mercer, of Bluepoints Co., West Sayville, N. Y., 1st vice president; J. Richards Nelson, F. Mansfield & Son, New Haven, Conn., 2nd vice president and Dr. Lewis Radcliffe, executive secretary-treasurer.

The National Shellfisheries Association elevated Dr. Victor L. Loosanoff of the Milford, Conn. Fish & Wildlife Service Laboratory to the presidency of the organization. Dr. James N. Gowanloch of the Louisiana Dept. of Conservation was named vice president, James B. Engle of Fish & Wildlife Service was made secretary, J. Richards Nelson was reelected treasurer.

Among the resolutions adopted by The Convention was one urging Congress to give due recognition to the need for restoring projected cuts in fishery appropriations which are vital for the conduct of research in the fields of biology and technology in order to foster the growth and proper development of the shellfisheries. Another resolution asked that Congress provide sufficient funds for the continued operation of Pensacola Fisheries Laboratory in order that it may provide the necessary research facilities for the solution of oyster mortality problems in the Gulf States.

Radcliffe Shows Need for Cooperation

Dr. Lewis Radcliffe, Director of the Oyster Institute in his annual report cited how he had supplied educational and publicity material about oysters for use in several publications; also that the Institute received 1050 requests for oyster bulletins, 800 of which came from home economics teachers.

Referring to the recent action of the House Appropriations Subcommittee for Interior Dept. in reducing budget estimates for the Division of Commercial Fisheries, Dr. Radcliffe said "We must uncover the reasons for this and educate the members of that Committee to a greater appreciation of our importance and needs. The change in control in Congress and the putting into effect of the Congressional Reorganization Act placed a very heavy burden on the leaders of the majority

party, and the addition of so many fishermen members to committees, without previous experience, has made smooth functioning difficult."

Commenting on the increased support being given to fishery associations and interstate compacts, Dr. Radcliffe stated: "If there ever has been a time when there was need for close cooperation in meeting the problems of the fisheries, it promises to be in the days ahead when the demand for food from abroad begins to wane and surpluses begin piling up at home. Now is the time to lay a solid foundation of advertising, education and publicity before any recession in demand reaches us.

"Our fishery problems are no longer self-contained. Recall for a moment the increased foreign competition for our markets for filleted fish, the rapid expansion of the fisheries of our nearby northern European countries and Russia, the work of FAO in its attempts to develop a coordinated program for the fisheries of all important fish-producing nations, the Trade Agreements conferences at Geneva participated in by 18 nations, the proposal to internationalize labor problems, the effects of attempts to extend the present boundary limits of control of offshore fisheries. All these developments clearly reveal the need for a strongly organized, militant fishing industry at home to safeguard our fisheries."

Alphen Reports on Advertising Program

In explaining developments in the advertising plan of the National Fisheries Institute, J. Lawrence Alphen, past president of the Institute, reported that 1/3 of the \$500,000 goal had been pledged within a month following the opening of the drive.

Discussing the regional meetings which have been held in connection with raising the advertising fund, Alphen said, "There wasn't any question in anybody's mind that a program of this sort is what we needed, but there were a great many recommendations made in connection with the plan itself. In the first place, we were over-aggressive in trying to finalize the program by the end of May. There was also the feeling expressed by some of the smaller concerns engaged in the fisheries that the assessment was either too high for them to afford or in relationship to the larger companies, whom they felt might get more benefit from an increased fishery consumption.

"It was further suggested that the original subscription to the plan being for a three-year period, providing an annual fund of \$500,000 was raised, was also a little too strong for such an unknown venture. These matters were all given careful consideration by the Advertising and Executive Committees, and I think the result of the changes made is going to clarify or eliminate a great many of the objections raised throughout the industry.

"The program still remains intact in principle as it was originally outlined; the time, however, has been extended to September 1st. In regard to the assessment, it was decided that the 1/5th of 1% based on dollar sales volume would be applied as a yardstick to the amount of contributions rather than being specific. If a subscriber honestly believes that for the present at least his assessment should be somewhat smaller than the 1/5th of the 1% of his sales volume, then we want him to support the program to the extent he honestly believes he should.

"In retrospect, some of the larger contributors who honestly do not believe there is any justification for their assessment being higher than the average have agreed that to get the program started and to carry it along until it proves to be a good investment they will increase their subscription over and above what their normal assessment would be. It was further decided to simplify the technical agreement that was in force. It was also decided that the pledges to the campaign would be for a one-year period because of the objection raised about subscribing for three years.

"Another good decision that was made by the Executive Committee was to employ immediately an advertising executive on a temporary basis to guide the program and assist in formulating the final plan. This person would be an employee of the N.F.I. This would provide specialized service that no doubt would be extremely helpful while the program is being created.

"Our great fault in the fisheries has been that we have not been good merchandisers. We have good products, a basic food, we know it is tasty, it is healthy for you, and it is good for your pocketbook. What we have forgotten to do is to tell the other several million people of our consuming public what we know.

"What is our challenge then—simply that we have got to promote our products to a greater degree than other food industries promote their products. All food industries are well aware of the fact that this nation is capable of producing considerably more food than we consume and they too, the smart ones at least, know they have got to campaign aggressively to get their share of the consumers' food dollar. We must do the same, certainly if we want to get more of that food dollar, and I am very much afraid that if we don't, we may have difficulty holding the share we now have.

"The next meeting of the Executive Committee is to be held in Washington, D. C., the latter part of August at which time it is not only hoped but believed the entire amount of the subscription will be pledged, and the fishing industry will have embarked on one of its greatest and most progressive careers."

Heydecker Discusses Interstate Collaboration

In outlining the work being done by Interstate groups in controlling pollution, Wayne D. Heydecker, secretary-treasurer of the Atlantic States Marine Fisheries Commission pointed out



The 80 ft. "H. H. Robbins" bringing in a 400-bushel load of oysters at Port Norris, N. J. She is owned by Robbins Bros. and powered by a D13000 Caterpillar Diesel.



The 57' oyster boat "Robert Bould" of Bivalve, N. J. as she appeared when rigged with sails. Owned by Newcomb and Hand, the vessel now is powered with a 135 hp. Buda Diesel.

that his Commission has devoted special efforts to demonstrate the practicability of harmonious relationships between State and Federal levels.

"We have been in close contact with the officials of all interstate commissions. We have attended their meetings, they have attended ours, and we have constantly brought before them the importance of eliminating pollution that harms or threatens to harm the fisheries.

"The accomplishments of these commissions are in a very real sense accomplishments of the States which created them and are directly traceable to the work of the Commissions on Interstate Cooperation which saw the need for joint action and created the machinery of these various commissions in order to handle such problems which were beyond the capacity of the individual State acting alone. But these States have not been content merely to tackle these problems of interstate waters. They have moved forward in intrastate pollution control.

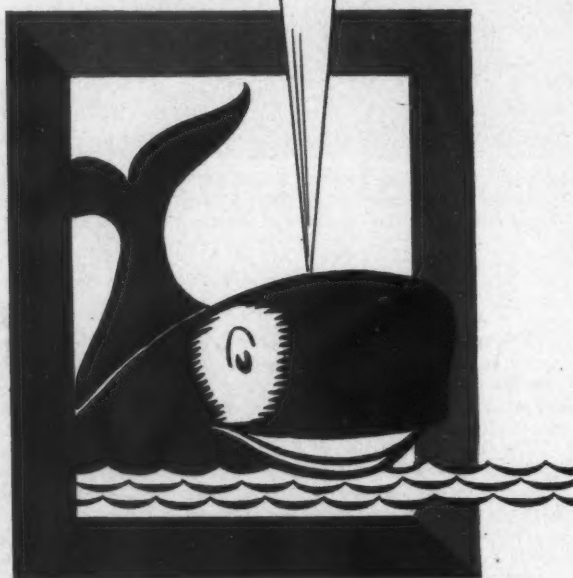
"For the last two years, the Atlantic States Marine Fisheries Commission has devoted the better part of a whole day of its two day annual session to the problem of pollution control. At its meeting in September 1945, it authorized the creation of a special committee to develop a program of sanitation in the industry including the question of pollution control. For that purpose a committee of 85 members has been appointed. It will confer with appropriate Federal and State agencies and representatives of the industry with a view to reporting back to the Commission their joint conclusions. It will seek to develop a program of recommended sanitary practices designed (1) to assure to the public the highest practicable quality of fishery products, and (2) to place the fishery industry of the Atlantic Coast in a favorable position to meet postwar conditions arising from the discontinuance of wartime meat rationing and competition from other American and foreign fisheries, and other sources of meats or proteins.

"The committee is charged with the responsibility of determining what steps can and should be taken generally and by each State concerned to secure the achievement of the objectives stated above. The committee was also asked to determine what part of the program is the responsibility of the portion of the industry directly concerned and what part is the responsibility of the various State, interstate, and Federal regulatory or inspection agencies, and technical groups.

"To integrate this work successfully, the U. S. Fish & Wildlife Service and the several State and interstate agencies have been requested to assist the committee in the formulation of the contemplated program. The Director of the U. S. Fish & Wildlife Service has been asked to enlarge the scope of work already undertaken by the Service for this Commission, and to render assistance to the several States as they may require it in their investigations of pollution and sanitation problems, and in devising appropriate controls therefor. The Director has further

(Continued on page 33)

*Something
to blow about*



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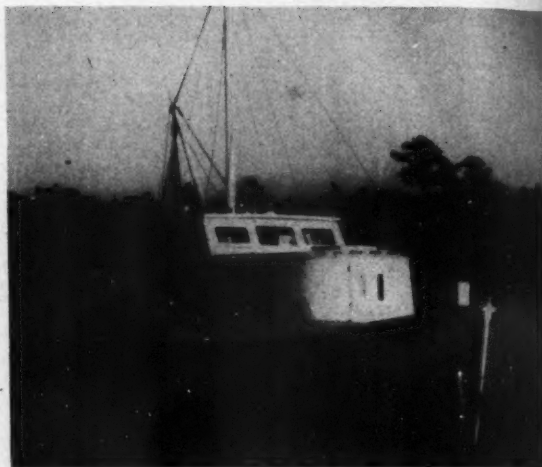


EQUI-POISE



COMET

FEDERAL PROPELLERS
GRAND RAPIDS, MICHIGAN



The 43' shrimp "Mary E." owned by Clifford Gregory of Pamlico, N. C. Powered by a 115 hp. L.H.D. Lathrop gasoline engine, she also is equipped with a Hudson American Seafarer radiotelephone.

North Carolina Shoal Areas To Be Dredged Soon

U. S. Engineers recently completed a three-week survey of inland waterways from Virginia to South Carolina, and are making plans for the removal of shoals in the immediate future. Included on the list of North Carolina shoals to be dredged are three between Wrightsville Sound and Everett Creek; several between Everett's Creek and the Cape Fear River; two between Shallotte Creek and the seaside; two in the waterway between Core Creek and Adam's Creek; and three between Guthrie's Point and Swansboro.

Two Laws Temporarily Rescinded

The North Carolina Board of Conservation and Development recently rescinded for one year the law which prohibits the taking of shrimp in inland waters until July 15 and bars trawling for crabs. The action was taken in order to aid the State's commercial fishermen, who experienced a poor Winter season.

Former Army Craft Now Shrimping

The 61' *Elsia Jane* and 61' *Margaret Bell*, former Army craft, started shrimping operations out of Southport during May. The *Elsia Jane* is commanded by Capt. Arthur Nelson of Coinjock, while Jim Mansfield of Southport skips the *Margaret Bell*. Both craft are owned by Paul Fodale, and are equipped with 170 hp. Diesel engines, ship-to-shore phones and Fathometers. The vessels fish at a considerable distance offshore, and carry enough supplies to enable them to go on trips of a week or longer.

Hardee and Pigott, who now operate 4 shrimp trawlers, expected to have a fifth boat launched the middle of June and another in September. There is a marked trend toward the use of larger boats with greater power in the North Carolina shrimp fleet.

Big Clam Shipments

Approximately 10,000 gallons of clams were shipped from the Carteret Coast during a 10-day period the latter part of May. The bulk of the clams were opened at Elmer Willis' clam processing plant in Williston.

New Ice Plant Completed

The 90' x 100' ice and storage plant of Alvah H. Ward, Manteo, which has been under construction for some time, recently was completed. The plant has an ice-making capacity of about 50 tons per day and storage space for 150 tons of ice. Mr. Ward also owns the Dare County Ice and Storage Co., Wanchese.

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Virginia to Plant Large Quantity of Shells

This year's oyster shell planting program in Virginia will be the largest for several years, according to Fisheries Commissioner Charles M. Lankford, Jr., who revealed plans for the planting of more than 400,000 bushels of oyster shells, at a cost of at least \$35,000. The main areas to be planted are the tributaries of the Potomac, and the Rappahannock, York and James Rivers. Lankford reported that staff members of the Commission's laboratories will make periodic checks on the various plantings to determine the degree of success of each, and stated that if there is a good strike, Virginia should have a "bumper crop" of oysters in about three years.

The Commission also expects to nearly double its release of shad fry this year, with 7,000,000 scheduled to be liberated in waters of the State. This increase will be made possible by the fact that the Chickahominy River hatchery is back in operation after 2 years of idleness due to lack of materials. The opening of the Chickahominy hatchery gives the Commission three shad hatcheries, the others being on the Mattaponi and Pamunkey Rivers.

Oyster Boat Sinks Following Collision

The 65' x 18½' x 5' oyster boat *Florence Rosenbaum*, owned by Capt. W. T. Ironmonger of Hampton, sank on May 20 following a collision with a C&O tug off Pier 9 at Newport News. Albert Foster of Clover, a cook on the oyster boat, was drowned, but the Captain and two crew members escaped safely. The *Rosenbaum* has a dead weight of 50 to 60 tons and a capacity for carrying 1,200 bushels of oysters. She was carrying about 200 bushels when she sank.

Hampton Roads Landings Up

Despite a slump during April, fish production in the Hampton Roads area for the first 4 months of this year totalled 15,907,400 lbs., and showed an increase of slightly over one million lbs. as compared to 1946 landings during the 4-month period of 14,870,200 lbs. The April, 1947 yield dropped to 4,840,000 lbs., as compared to the record catch of 5,185,200 lbs. in March.

Fish landings in the area for the week ending May 2 amounted to 1,269,700 lbs., and showed an increase of over 50% as compared to landings during the previous week. Pound net fishermen produced over two-thirds of the week's catch, while dragger landings accounted for the remaining third, with the exception of a small take by haul seiners.

The output of fresh picked crabmeat totalled 21,607 lbs., against 17,478 lbs. during the previous week, thus continuing the recent trend toward increased production in that industry.

Norfolk area landings for May amounted to 3,823,000 lbs., as compared to 4,833,000 lbs. in April, and 2,696,000 lbs. in May, 1946. Of the total, 620,000 lbs. were landed by draggers, while 3,203,000 lbs. came from pound nets. Sea trout, with 1,287,000 lbs., led the varieties, followed by croakers, with 1,153,000 lbs., and alewives, with 574,000 lbs.



The 38' fishing boat "Leah" owned by Alfred T. Moore, Little Creek, Del. She is equipped with a Michigan wheel, Willard batteries, Columbian rope and Ederer nets.



The "Robert Leo" owned by Capt. Leonard Balderson of Reedville, Va., and powered with a 143 hp. Chrysler Royal engine.

Big Crab Run

There was a big run of crabs in Virginia during the first week of May, and some of the Tangier crab packing plants bought as many as 100,000 during the week. The crabs were too small for shipping, and were sold to Tangier residents for 2c apiece.

The peeler season in Tangier waters opened on May 3 this year, and the crabbers took from 1,500 to 3,000 crabs each on the first day, which they sold for 3c apiece. Catches of peeler crabs later dropped to about 900 per man, and prices fell to 2c apiece.

Clarence Christie of Crisfield, Md. plans to open a crab plant on Tangier Island. He will employ from 50 to 75 pickers.

Trap Fishing Season Ends

Trap fishing in Tangier and Pocomoke Sounds came to a close the latter part of May, and fishermen have taken up their traps and put them away in their seine houses. Despite the fact that Tangier Island fishermen caught but very few shad and herring this season, they did well on croakers, drum and alewives. The last fishing of the traps yielded good catches of drum and croakers.

Approves Oyster Ground Applications

The Virginia Commission of Fisheries approved several applications for oyster ground at its regular monthly meeting, held at Newport News on May 27. These included the application of E. H. Keiningham for 35 acres near Parrots Island in the Rappahannock and those of Mrs. F. E. Davis, C. M. Ballard, C. C. Ballard, J. A. Ballard and J. H. Miles & Co. for oyster ground in the Chesapeake Bay. H. M. Scammon was granted 150' of waterfront in Cheeseman Creek on his riparian application.

The Commission agreed to investigate certain clam bottoms in Mobjack Bay to determine whether they are still suitable for clams, following a request to this effect by Otis Thomas, fisheries inspector.

McGinnes Heads Irvington Fish Co.

T. D. McGinnes, who has been connected with the Irvington Fish & Oyster Co., Inc. of Irvington, Va. and Chicago since its organization in 1941, recently was elected president of the firm. McGinnes also was elected to the Board of Directors of the Company and appointed as general manager, starting his new duties on May 23. In addition to the processing of oysters and fish as in the past, McGinnes is planning the growing of large quantities of oysters in a 3,000 acre area of the Chesapeake Bay.

Seafood Production Shows Increase

Fish and shellfish production during the month of May in Maryland, Virginia and North Carolina amounted to 13,215,000 lbs., as compared to 11,639,000 lbs. in April. The Maryland take was 2,897,000 lbs.; Virginia, 10,055,000 lbs.; and North Carolina, 263,000 lbs.

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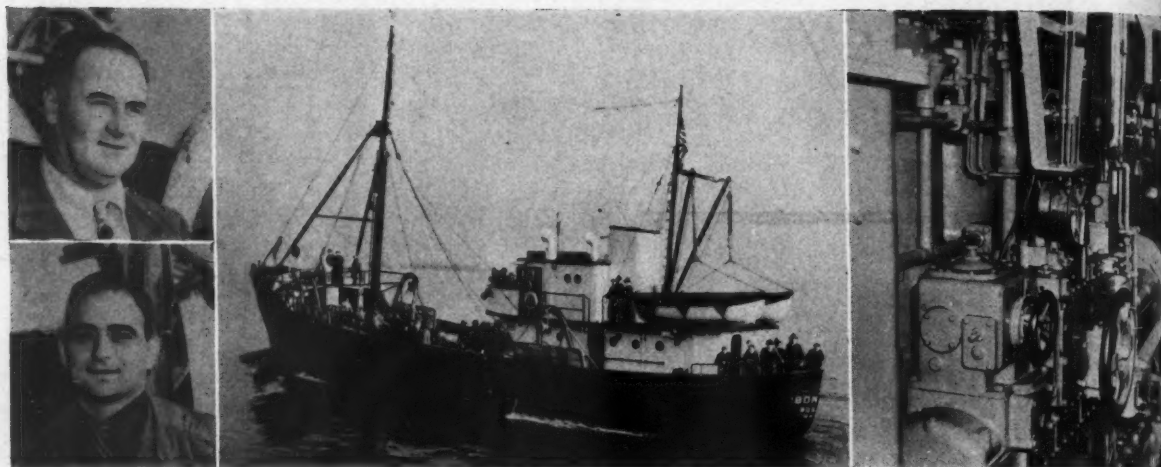
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The 110' Boston steel trawler "Bonnie". Left: Capt. William Canning, top; and owner Hy Trilling. Right, the vessel's 575 hp. Fairbanks-Morse Diesel main engine.

Maryland College to Study Fishery Resources

The University of Maryland has named a committee of faculty members to cooperate with the Fish and Wildlife Service in a study to determine how the fisheries resources of Chesapeake Bay can be utilized to better advantage. The study is expected to have ultimate benefits in better production and marketing of fish and shellfish and increased utilization of fishery by-products.

The committee will work in conjunction with the Fish and Wildlife Service, using the facilities of both F&WS and the University to carry out the projected program. Arrangements have been made to use a field laboratory in Crisfield until the University laboratory is built, and it is anticipated that F&WS trailer laboratories also will be used.

Part of the program is to be devoted to the rehabilitation of crab, terrapin, and clam resources of Maryland waters. There are large areas of soft shell clams not being utilized, and there also is a great need for increasing the crab population. In addition to this, the diamond-back terrapin has been restored, but is not being exploited.

Department Plants Oyster Shells

The Maryland Tidewater Fisheries Department planted approximately 75,000 bushels of oyster shells in the Lower Chesapeake Bay during May and June. Twenty thousand bushels were planted on Gunbys Rock in Pocomoke Sound, 20,000 bushels at the mouth of Gunby Creek and 35,000 bushels on Tea Rock in Holland Straits.

Catch Large Amount of Small Crabs

Large quantities of crabs have been caught in Maryland since the season opened on May 1. However, most of the crabs were small, and the price fell to as low as 20c per dozen. Many of the crabs were placed in cold storage.

It is said that crabbers would have benefited greatly if the opening of the season had been postponed for about two weeks, or until such time as the crabs became large enough to bring good prices.

This season's shad and herring catch was the smallest in several years due in part to cold and stormy weather.

Oyster Production Declines

Maryland oyster production dropped to 2,150,000 bushels during the 1946-47 season, the total output being 250,000 bushels under that of the preceding season.

This recent drop was caused partly by heavy mortality in Kent and Anne Arundel Counties and along the Kent shore early

Boston Trawler "Bonnie" Is Steady Producer

The 110' steel trawler *Bonnie*, which joined the Boston fleet late last year, has landed approximately two million lbs. of fish during her first 7 months of operation. Catching as much as 200,000 lbs. in a single trip, the vessel has been a steady producer, averaging a total of about 300,000 lbs. in 3 trips per month.

Owned by Hy Trilling, president and treasurer of Genoa Fisheries, Inc., the vessel is commanded by Capt. William Canning. She was designed by John G. Alden, Boston naval architect, and built by John H. Mathis Co. of Camden, N. J.

With a 32' beam and a depth of 13', the *Bonnie* has a hold designed to ice down 270,000 lbs. of fish. The trawler is equipped to carry 10,000 gallons of fuel and 1,100 gals. of lubricants. With the maximum overall space utilized for operating loads, sufficient arrangement also has been made to comfortably quarter 12 men in the fo'c's'le with additional accommodations for four crew members aft. Staterooms for two officers are provided in the pilot house. The galley has a Webbperfection #120 oil burning range.

The main power plant is a 14 x 17, Model 37E 575 hp. Fairbanks-Morse Diesel. It is fitted with Burgess exhaust snubber and Alnor pyrometer, and turns a 76 x 58 Columbian propeller, giving the vessel a speed of 11 knots. A 120-hp. General Motors Diesel generating unit provides power for the Bromfield electric trawl winch. The trawling gear was furnished by Westerbeke Fishing Gear Co., and the vessel carries Danforth anchors. Socony-Vacuum oils are used.

The auxiliary is a Model 36A, 30 hp., 19 kw. Fairbanks-Morse unit, while batteries are 56 cell, 112 volt Exides. Water is supplied by two Fairbanks-Morse, 400 gph. water systems, one handling the fresh water and the other sanitary salt water. The general service pump is a 4 x 6 Fairbanks-Morse power pump "V"-belted to a 5 hp., model DZM direct current motor. Starting air for the ship's Diesels is supplied through three 29½" x 103" Scaife air tanks.

Pilot house equipment comprises Edson steering gear, Kelvin-White compass, Bludworth direction finder, 75 watt RCA radio-telephone, Submarine Signal Fathometer and Cunningham whistle.

last year. The bulk of this year's Chesapeake Bay oyster production came from bars planted by the State.

Clark Heads Tidewater Department

John E. Clark recently was appointed head of the Maryland Tidewater Fisheries Department to succeed Edwin Warfield, resigned. Mr. Clark, who also is a member of the Board of National Resources, took over his new duties on June 1.

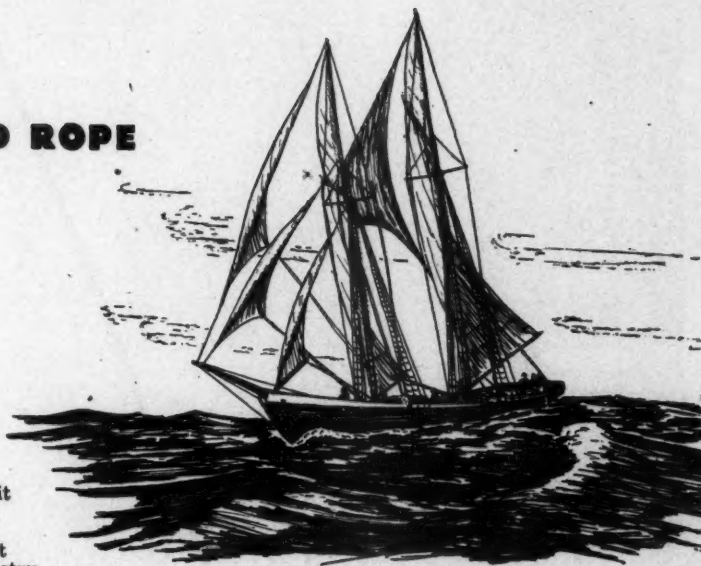
FISHERMEN ...AND ROPE



Off-shore fisheries have long been one of our country's most valuable natural resources. To the early fishermen, who ventured further and further to sea in their small schooners, must go most of the credit for the highly developed industry that commercial fishing has become today.

To these early fishermen too must go the credit for much of the development of another modern industry. Among the largest users of cordage, commercial fishermen have had great influence upon the growth of the cordage industry.

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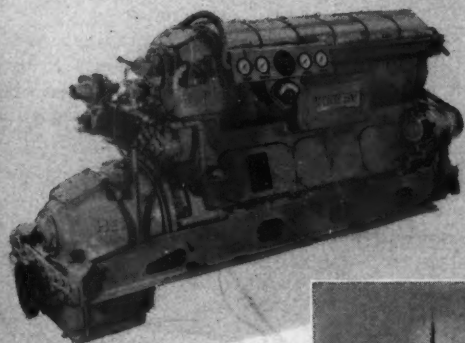
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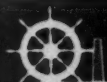
Model D-36MR2, 200 HP, shown here, is air starting and direct reversing; optional equipment includes auxiliary power take-off from forward end; auxiliary air compressor; belt driven generator; sailing clutch; pilot house control.

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CUMMINS SPECIALISTS

Oystermen Hold Convention

(Continued from page 25)

been asked to bring about a better coordination of advisory and regulatory functions now administered by the U. S. Public Health Service, the U. S. Food and Drug Administration, and the Fish & Wildlife Service. For that purpose the Commission will invite the help of the American Public Health Association.

"Behind this new attack upon the problem of sanitation lies a deep conviction that regulations of the police type upon which we have relied in the past will not in themselves bring about the desired results. We shall probably never reach the point where we can dispense with the laws that give us authority to prevent bad practices and to fine the producer who willfully disobeys the sanitary requirements, but the big problem is to educate all producers to the fact that sanitation broadens markets, increased demand and pays dividends.

"It is significant that for the first time, industry, local, State, and Federal sanitarians are joining hands in an all out effort to develop an attainable program in the preparation of which industry is having a real part."

Rose Kerr Describes Cookery Demonstrations

Mrs. Rose G. Kerr of the Fish & Wildlife Service told about the new 16 page booklet "How to Cook Oysters" which is being prepared by the Service with the cooperation of Dr. Radcliffe of the Oyster Institute. Expected to be ready for distribution at the opening of the 1947 oyster season, the booklet will feature a history of oysters, description of producing areas, analysis of food values and information on ease of preparation. It will contain 39 recipes and 9 illustrations of oyster dishes and will give advice on purchasing oysters in various forms.

Mrs. Kerr enumerated the following functions of the Home Economics Unit which maintains test kitchens at the Service's College Park, Md. and Seattle laboratories. (1) The development of more attractive, nutritious and palatable fish and shellfish dishes. (2) The conducting of cookery demonstrations on new and improved methods of preparing and preserving fish and shellfish before women's organizations, newspaper and public utility cooking schools, University and college food classes, and other interested groups. Cooking for the average family is emphasized at these demonstrations. (3) The conducting of large scale fish cookery demonstrations for school lunchrooms, Army Cooks and Bakers Schools, the Army Subsistence School, and similar prospective large scale purchasers of fish and shellfish. (4) The preparation of educational displays and exhibits so that they will be available for interested groups; such as conventions of the American Home Economics Association, American Dietetics Association, National School Cafeteria Association and others. (5) The preparation and dissemination of fishery educational material; such as cookbooks, test kitchen bulletins, and food value charts. (6) Acquainting the consumer with approved methods of preparing and serving fish and shellfish by aiding in the production of educational films.

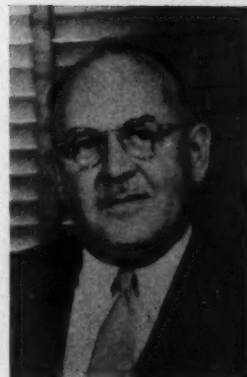
In reporting on demonstration and exhibits, Mrs. Kerr said: "Since the Educational funds have been available there has been a total of 42 Seafood Cookery demonstrations given for approximately 2,012 persons in 12 States. At these demonstrations at least one oyster recipe is usually prepared and the market forms of oysters shown and discussed. However, when the girls gave a series of demonstrations in Wisconsin, they were surprised at the number of persons who had never seen an oyster, let alone eaten one. They had no knowledge of how to prepare oysters. This is just one illustration of the need for additional work in acquainting the public about oysters.

"Since last Spring ten large scale seafood cookery demonstrations have been conducted. Five of these were for school lunchroom managers and cooks with an approximate attendance of 400, and the other five for the Army Subsistence School, where approximately 160 officers actually rolled up their sleeves and prepared fish and shellfish, in 100 serving portions. At these schools the officers always prepared two oyster recipes.

"In line with our previously mentioned duty of preparing educational displays and exhibits, seafood displays have been assembled and the Service has sponsored educational exhibits at the following National Conventions: American Home Econom-



Wayne D. Heydecker, Sec.-Treas., Atlantic States Marine Fisheries Commission.



Milton C. James, assistant director of United States Fish & Wildlife Service.

ics Association, Cleveland; National School Cafeteria Association, Chicago; Frozen Food Exposition, San Francisco.

"Several things are of interest in regard to these exhibits. Foremost is the fact that the display of fish and shellfish attracted the greatest attention. Here again, many of the food teachers and cafeteria managers had never seen a shell oyster. Another thing was the genuine interest of most of the visitors in seafood as a food, and the marked desire to know how to prepare fish and shellfish. This fact is borne out by the fact that we had a registration for additional information on fish and shellfish by 1375 persons from these three conventions."

James Outlines Government Activities

Milton C. James, assistant director, Fish and Wildlife Service delivered a message of greeting from Secretary Julius A. Krug of the Department of Interior.

Following this message he spoke about the Service's collaboration with the oyster industry. He pointed out that due to reduced appropriations, the work of F&WS will be confined to subjects considered most important.

"In the field of technological studies we expect to be able to continue investigation of the sterilization of shellfish products by the use of high frequency electromagnetic fields. This is being continued because financial support is being received from private sources. A little work may possibly be continued on the development of quick-frozen ready-to-eat dishes. We hope to be able to continue the investigation of quicker and more accurate bacteriological tests to enable operators of shellfish plants to control plant sanitation more effectively, and to replace older tests which may result in unwarranted condemnations. We will probably be able to render some consultant service in the interest of achieving better sanitation and greater efficiency through the improvement of plants, equipment and operating methods."

According to Mr. James, the investigations which have been suspended include packaging materials for frozen shellfish, sanitary conditions of waters in the Narragansett Bay area, and methods of purifying live shellfish. All activities conducted by the Market Development and Educational Sections have been discontinued.

The type of work conducted at each F&WS station was then outlined by Mr. James. In speaking of the Milford, Connecticut station, he said, "One phase of the work consists in observing the temperature and salinity of water and in determining the conditions of oysters in order to ascertain, as close as possible, the probable date of their spawning and setting. Another phase of the work consists in making regular surveys of distribution of starfish and other pests so that oyster growers will be fully aware of the impending danger.

"For the production of seed oysters, the abundance of spawn and the intensity of spawning is of lesser importance than the survival of the oyster larvae and their ability to reach the setting stage. All these phases of the life cycle of an oyster larva are now being studied in the Milford laboratory. At present, princi-

(Continued on page 36)



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Gloucester Redfish Limit Doubled

Members of the Gloucester branch of the Atlantic Fishermen's Union, which held a special meeting on June 4, voted to boost the redfish limit from 5,000 lbs. per man per trip to 10,000 lbs., thus allowing the average 10-man dragger to bring in 100,000 lbs. instead of 50,000. The Union decided to hold groundfish production to 6,000 lbs. per man per trip, but since redfish boats get very little groundfish at this time of the year, this provision is said to mean little.

The Union also voted to end its two-weeks old dragger tie-up, which was scheduled to continue until such time as fish processing firms and the Seafood Workers' Union signed working contracts for the ensuing year. Union members agreed upon the tie-up in order not to chance the possibility of a dragger's bringing in a trip of fish only to find that no firm could handle it because of a strike.

However, a number of Gloucester whiting draggers broke the tie-up agreement and went fishing on May 31, allegedly with many non-union members in their crews, and this action, coupled with a fleet of 11 mackerel seiners landing at Gloucester on June 2, resulted in the Union's decision to allow the draggers to sail.

Seiners Land Season's Biggest Catch

Twenty-six Gloucester seiners landed a total of 1,303,000 lbs. of mackerel at Boston, Gloucester, New Bedford and Newport, R. I. on June 2, which amount represented the biggest mackerel strike of the season. Twelve of the seiners, with 666,000 lbs. of fish, originally landed at Boston, but all except one of the boats, the *Linta* with 61,000 lbs., sold at Gloucester, as that port offered 4c per pound in comparison with 3c at Boston. The mackerel landings at Gloucester were the first direct trips of the season.

Besides the Gloucester and Boston trips, 11 boats with 521,000 lbs. landed at New Bedford and three boats with 116,000 lbs. landed at Newport, R. I.

The total amount of mackerel brought in between March 18, the date when the first trip was landed, and May 26, amounted to 4,229,000 lbs., valued at an estimated \$200,000, and landed in 119 trips by 30 seiners.

Thomas J. Carroll

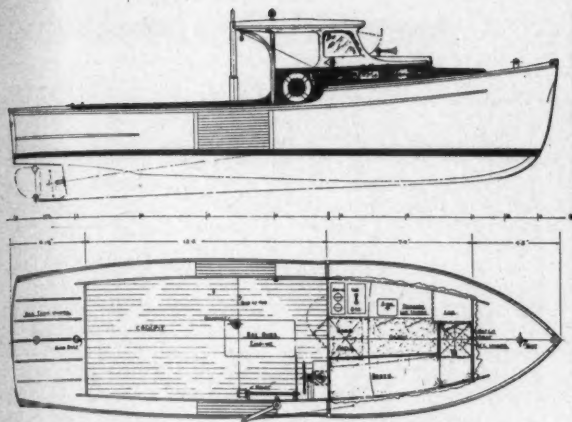
Thomas J. Carroll, 79, chairman of the Board of Directors of Gorton-Pew Fisheries Co., Ltd., died on June 5. Mr. Carroll, who was known as the "dean" of the New England fishing industry, was one of the great leaders in Gloucester over a span of many years, embracing the mechanization of the fishing industry. As general manager of Gorton-Pew, Mr. Carroll was a spokesman for the industry on many occasions, and was active in the Hay-Bond Treaty and Canadian reciprocity legislation.

When Mr. Carroll was only three, his father was lost at sea, and another sea disaster took the life of his older brother. At the age of eleven, Mr. Carroll and his brother, Eben, undertook the principal support of the family. The former found what work he could on the fish wharves, picking sounds, wheeling, salting, etc., and at fourteen he started skinning fish for Slade Gorton and Company. At that time fish skinners were the aristocrats of the industry, taking pride in their ability and racing with their neighbors to earn more money, \$20.00 a week being high pay for this skill. When Mr. Carroll was twenty-two he was made foreman of the Gorton skinning loft, and in 1897 Mr. Gorton asked him to invest in the firm as a partner, which he did by procuring some hard-won savings from his mother.

In 1906, when Gorton-Pew Fisheries Company was formed by a consolidation of four leading fish firms in Gloucester, Mr. Carroll was made General Manager of the Company. He retained this position until his retirement a year ago. He was elected President of the Company in 1924 and relinquished this post in 1946 to become Chairman of the Board of Directors.

In his sixty-eight years in the industry, Mr. Carroll saw the codfish evolve from salt fish to hard dried for tropical climates, then packed boneless fish, fish flakes, canned codfish cakes and finally the development of frozen fish and fillets.

The 1947 yearbook of the National Fisheries Institute was



Plans of a 28' lobster boat designed by Eldredge-McInnis, Inc. of Boston. This craft also is arranged and equipped to be used as a guide boat during the months when sports fishermen are active. Construction is simple, and there are overnight accommodations for two, with modest galley and toilet facilities.

dedicated to Mr. Carroll who was characterized as a pioneer who was always in the forefront in working for the interests of the industry.

Big Day's Landings

Gloucester landings for May 19 totalled 1,400,000 lbs., with the bulk of the catch consisting of redfish, which sold for \$3.25 per 100 lbs.

Small fares of whiting are appearing again in Gloucester fish receipts. Thirteen draggers hailed for 152,200 lbs. of this species on June 2. Dressed whiting has been commanding slightly over 5c a pound.

Swordfish Boats to Leave Soon

It is expected that a large fleet of swordfishing craft will operate out of Gloucester this Summer, and that most of the vessels will leave the latter part of June. Capt. William Shields of the *St. Teresa* plans to go swordfishing early in the month, and probably will be among the first to leave. Others planning to go swordfishing include the *Doris F. Amero*, *B. Estelle Burke*, *Lady of Good Voyage*, *Jorgina Silveira*, *Evelyn G. Sears*, *Marie & Winifred*, *Magellan* and *Evalina M. Goulart*.

Southern Fleet Starts Operations

The first of the Southern dragger fleet to arrive at Gloucester this Spring with fish was the *Whitestone*, which landed 25,000 lbs. of redfish on May 20. Approximately 20 Southern draggers are expected to fish out of Gloucester this Summer.

New Jersey Oyster Research

Dr. Thurlow C. Nelson, New Jersey Shell Fisheries Board biologist, plans to conduct research this Summer at Surf City in Barnegat Bay in an effort to encourage development of the Bay's oyster industry. During the Civil War the annual oyster yield in the area from Toms River southward to Manahawkin was valued at more than a million dollars.

The Long Beach Island Board of Trade is cooperating with Dr. Nelson who operates the State research oyster boat at Cape May Point each Summer. It is hoped that the Barnegat industry can be revived as was the Mullica River area which is now an important producing section.

Augustus C. Hayes Dies

Augustus C. Hayes, 71, formerly head of the Beach Haven Fish Co., Beach Haven, died on June 2. Although Mr. Hayes was not actively engaged in the affairs of the Company at the time of his death, he retained a business interest in it.

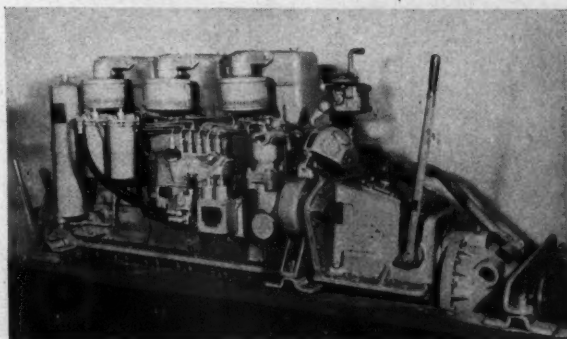
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Oystermen Hold Convention

(Continued from page 33)

pal attention is being paid to the food needed by the larvae and the possibility of producing the supply in the laboratory. "The feeding of adult oysters is another problem studied at Milford. It was found that overabundance of food material in the water is definitely harmful to the oysters because it interferes with their feeding and oysters can actually starve in the water rich in food material. The next step in the studies of feeding is the determination of the effective concentration of food and the most desirable type of food material required.

"In Chesapeake Bay the Service jointly with the States of Maryland and Virginia is engaged in a comprehensive program of cooperative investigations of oyster cultural problems and of the management of public oyster rocks. I am told by persons who should know that lack of seed oysters constitutes the greatest obstacle in maintaining the productivity of oyster bottoms. Investigation based at our central headquarters at College Park, Maryland, and from the field station at Annapolis has demonstrated the possibility of developing the seed grounds in the upper part of the Chesapeake Bay. Several locations have been studied and found suitable for this purpose. In some of them several hundred thousands of bushels of seed have been successfully produced by well timed planting of shells. The purpose of the work conducted by the Service jointly with the Maryland Department of Tidewater Fisheries and the Maryland Department of Research and Education is to determine the factors controlling the productivity of oyster bars in the Bay and through this knowledge to develop a practical system of their management.

"In the course of observations in the Chesapeake Bay much information has been obtained on the setting seasons, on fouling organisms and on survival of set. This information is being used by the Maryland Department of Tidewater Fisheries.

"Mortality of oysters in the upper part of the Bay was studied in great detail. The mortality was found to be caused by the dilution of sea water by the run-off of the Susquehanna River.

"During the coming year the work of the Section of Shellfishery Investigations will be materially curtailed by closing the stations at Pensacola, Florida, and Beaufort, North Carolina, and discontinuation of the work at Hampton. The following projects will be abandoned: Study of the effect of salinity changes on oysters; study of the cause of mortality of oysters in Louisiana waters; role of marine bacteria in the feeding of oysters and in fouling of oyster shells; study of the effect of run-off waters on the setting of oysters in James River, Virginia."

Bidwell Summarizes Sanitation Progress

Milton H. Bidwell, Chairman of the Shellfish Committee of the Engineering Section of the American Public Health Association, reported briefly on a meeting of this Committee held in Asbury Park on the day before the convention.

He pointed out that there is an effective shellfish sanitation program in operation in this country and that the industry has prospered under this program. Commenting on some previous remarks made at the Convention, Mr. Bidwell stated that he did not believe the record warranted the severe criticism leveled at both health authorities and the industry.

He explained that the committee he represented was an essential part of the overall shellfish sanitation program and was made up of representatives of public health personnel from various parts of the country who met annually to discuss the many problems of shellfish sanitation. Based upon these discussions a detailed report is made which serves as a guide to all public health agencies including the United States Public Health Service in their work.

A summary of many of the problems discussed was given to the meeting. These included: Bacteriological procedures and standards, suitable containers for shucked oysters, problems peculiar to the soft clam, a satisfactory arrangement for importation of shellfish, and a review of the results of applying the new Public Health Service Manual in practice.

Mr. Bidwell stated that the Committee was glad to have the opinions and help of the industry in trying to solve its problems, and that continued success depended to a very large extent upon a wholehearted cooperation of industry and health agencies.

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New Bedford Mackerel Landings Large

A fleet of 79 draggers, seiners and scallopers landed a total of 1,423,600 lbs. of fish and 11,650 gals. of scallops at New Bedford May 24-26, which amount represented the largest landings at that port for some time. The catch included 807,000 lbs. of mackerel, landed by a fleet of 19 seiners, as well as 122,800 lbs. of haddock, 44,200 lbs. of yellowtails, 343,500 lbs. of blackbacks, and 29,000 lbs. of lemon sole.

The seiners which landed trips and the amount brought in by each were as follows: *Rosemarie*, 48,000 lbs.; *Capt. Drum*, 30,000 lbs.; *Marjorie*, 27,000 lbs.; *Bethulia*, 28,000 lbs.; *Carlo & Vince*, 50,000 lbs.; *Jean & Patricia*, 27,000 lbs.; *Jennie & Julia*, 50,000 lbs.; *Alden*, 61,000 lbs.; *Olympia*, 47,000 lbs.; *Immaculate Conception*, 53,000 lbs.; *Frank Grinnell*, 60,000 lbs.; *Linta*, 35,000 lbs.; *Gloucester*, 50,000 lbs.; *Jackie B.*, 25,000 lbs.; *Eleanor*, 56,000 lbs.; *Serafina N.*, 40,000 lbs.; *Frankie & Rose*, 50,000 lbs.; *Uncle John*, 35,000 lbs.; and *Rose & Lucy*, 35,000 lbs.

Coast Guard Rescues Two Lobstermen

Capt. John Rego and his son John, Jr. of New Bedford were rescued by a Coast Guard cutter on May 5 after their 34' lobster boat *Alice R.* struck a submerged barge and sank off Wilkes Ledge. Capt. Rego and his son were pulling up lobster pots when their craft became disabled and drifted into the barge. The boat was raised and taken to New Bedford the same day.

Fairhaven Harbor Study to Be Continued

The Massachusetts House recently approved a measure under which a special Commission would continue a study of possible improvements to Fairhaven Harbor. Rep. Leo Besette of New Bedford said the Commission would create a refuge for vessels, particularly fishing boats, if it were allowed to continue its study. He added that the Commission contemplates aid from the Government, dependent upon the report of Army Engineers.

Oceanographic Institute to Study Clams

Dr. Alfred C. Redfield, director of the Woods Hole Oceanographic Institute, has requested permission from the Barnstable Selectmen for establishment of an experimental clam propagation and production project in a 15-acre area of Barnstable Harbor. The Institute plans to test several methods, including improvement of the soil, plowing or roughing of the soil, putting out of brush and the use of wire netting traps to catch clam "set", as is practiced with oysters. Many samples of soil from the Barnstable flats already have been studied at the Institute to determine their content.

Harry Turner, biologist on the staff of the Institute, will supervise the project and Marcus H. Howes of Barnstable, who had considerable success several years ago in securing a natural set of clams by improving the soil, will aid in the work.

Clams Being Planted at Bourne

Five hundred bushels of clam seeds were planted in Butter-milk Bay at Bourne recently, and a similar amount will be distributed soon in waters at Monument Beach. Other sections of the Town will be planted as soon as seeds become available.

The seeds are furnished by the State, and are taken from the shores of Quincy, where there is an overabundance. All areas which have been planted are plainly marked with signs warning that the section is closed.

Galtsoff Heads Woods Hole F&WS Station

Dr. Paul S. Galtsoff of Washington recently was named director of the Woods Hole Fish & Wildlife Station, and plans are underway to open available laboratory space in the main building soon. A limited number of scientific investigators, primarily interested in Massachusetts' clam fisheries, will take over existing laboratory space this Summer. Investigators will work in co-operation with those in the nearby Marine Biological Laboratory and Oceanographic Institute.

The new director, who has long been associated with activities of the Woods Hole Station, hopes to establish a small inside aquarium this Summer, but said that limited funds may curtail this plan. Nearly all the hatchery equipment in the main building has recently moved to other hatcheries in the New England and New York areas.

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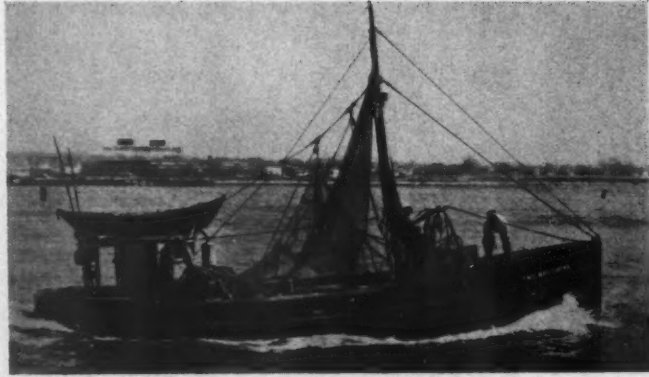
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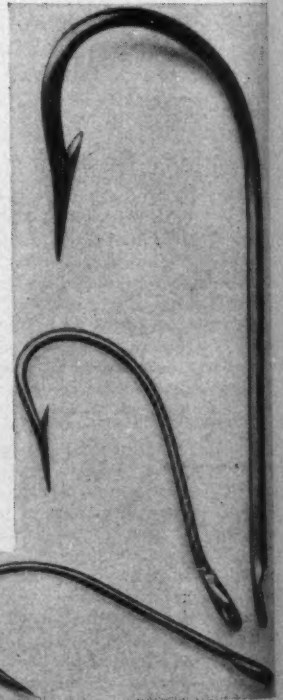
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Ethelina
Mary &
Agnes &
America
Angie &
Annie (3)
Anthony
Austin V
Ave Mas
Ave Mas
Baby De
Babe Sea
Baby Ro
Barbara
Barbara
Beatrice
Benjamin
B. Estel
Bob Jack
Bonaven
Caroline
Carolyn
Catherin
Catherin
Chebeag
Clair Jo
Columbi
Conquer
Corinthi
Curlew
Dartmou
Dolphin
Doris F.
Edith &
Edna Fa
Ellnor &
Eliza C.
Emily B
Enterpri
Ethel C.
Ethelina
Evelyn
Falcon
Famiglia
Florence
Frances
Gaetano
Gertrude
G. N. S
Golden
Gov. Al
Helen M
Hilda G.
Irma Vi
J. B. Ju
Jennie &
Joffre (1
Johany
Jorgina
Josephin
Josie II
Acme (2
Addie M
Adventu
Alden (2
Alphonse
Anna G
Annie &
Annie I
Arlington
Atlantic
Ave Mas
Ave Mas
Barbara
Bay (3)
Benjamin
Bertrina
Billow
Bonaven
Bonnie
Breaker
Breeze
Brooklin
Californ
Calm (4
Cambrid
Cape Co
Capt. D
Carl He

Fish Landings for Month of May

(Hailing fares. Figure after name indicates number of trips.)

Portland

Carolyn & Priscilla (2)	145,000	Nora D. Sawyer (2)	20,000
Elinor & Jean (1)	60,000	Richard J. Nunan (1)	80,000
Ethelina (2)	60,000	St. Michale (2)	6,000
Mary & Helen (3)	10,000	Theresa (1)	2,000

Gloucester

Agnes & Myrnie (2)	46,000	Julie Ann (1)	102,000
America (4)	101,000	Killarney (2)	212,000
American Eagle (6)	143,300	Lady of Good Voyage (2)	155,000
Angie & Florence (3)	89,800	Lera G. (2)	56,000
Annie (3)	14,000	Lois T. (26)	117,500
Anthony & Josephine (6)	38,300	Lorine III (3)	83,000
Austin W. (4)	109,000	Lucretia (2)	10,200
Ave Maria (1)	20,000	Madonna (1)	29,800
Ave Maria (Small) (1)	6,000	Manuel F. Roderick (1)	75,000
Baby Doll (2)	5,700	Manuel P. Domingos (2)	187,700
Babe Sears (2)	98,000	Maria Immaculata (2)	39,500
Baby Rose (1)	47,500	Marie & Winifred (3)	107,500
Barbara C. (4)	26,800	Marietta & Mary (4)	91,500
Barbara C. Angell (1)	114,000	Marsala (2)	86,800
Beatrice & Rose (2)	46,000	Mary (1)	10,000
Benjamin C. (1)	80,000	Mary Curtis (1)	55,200
B. Estelle Burke (2)	113,000	Mary M. (1)	20,000
Bob Jack (1)	32,000	Nancy F. (3)	81,800
Bonaventure (1)	66,200	Naomi Bruce (23)	62,100
Caroline & Mary (2)	169,500	Naomi Bruce II (25)	68,200
Carolyn & Priscilla (1)	41,000	North Sea (1)	36,000
Catherine (19)	52,800	Nyoda (3)	72,300
Catherine Amiraault (2)	155,000	Olga C. (1)	42,500
Chesapeake (3)	82,000	Paolina (2)	67,000
Cigar Joe (2)	106,700	Phyllis A. (26)	80,800
Columbia (2)	218,000	Phyllis & Mary (2)	66,000
Conquest (3)	275,500	Pilgrim (2)	116,000
Corinthian (2)	200,500	Pollyanna (2)	188,000
Curlew (2)	211,500	Prosperity (1)	3,300
Dartmouth (2)	190,600	Puritan (3)	138,500
Dolphin (3)	7,500	Raymonde (2)	139,000
Doris F. Amoro (2)	92,500	Redskin (1)	62,000
Edith & Lilian (2)	224,500	R. Eugene Ashley (2)	116,000
Edna Fae (27)	89,300	Richard J. Nunan (2)	88,000
Elinor & Jean (2)	78,000	Rita B. (2)	106,000
Elna C. Riggs (2)	5,800	Rosalie D. Morse (2)	182,900
Emily Brown (2)	121,000	Rosemarie V. (2)	28,000
Enterprise (1)	8,000	Rosie C. (1)	1,500
Ethel C. (1)	44,000	St. Anthony (2)	103,700
Ethelina (1)	40,000	St. Christopher (1)	32,500
Evelyn G. Sears (2)	68,500	St. Joseph (2)	61,600
Falcon (7)	44,200	St. Nicholas (1)	59,200
Familia (1)	33,000	St. Peter (3)	103,500
Florence & Lee (2)	261,500	St. Providence (5)	30,800
Frances R. (2)	87,000	St. Teresa (1)	29,000
Gastano S. (1)	64,000	St. Victoria (2)	103,500
Gertrude E. (2)	2,700	Sea Fox (2)	99,000
G. N. Soffron (2)	101,000	Sea Hawk (3)	124,000
Golden Eagle (2)	172,000	Sea Queen (1)	45,000
Gov. Al Smith (2)	134,000	Sebastiana C. (4)	92,000
Helen M. (1)	38,000	Serafina II (4)	77,000
Hilda Garston (1)	57,400	Skillingolee (2)	49,500
Ira Virginia (1)	300	Superior (2)	160,000
J. B. Junior (2)	35,000	Theresa M. Boudreau (1)	110,000
J. B. Junior II (1)	1,500	Trimembrai (1)	8,500
Jennie & Lucia (2)	81,000	Uncle Guy (3)	113,000
Joffre (1)	90,000	V-E Day (1)	134,000
Johnny Baby (2)	2,300	Vincie (17)	38,900
Jorgina Silveira (1)	40,000	We Three (3)	42,500
Josephine & Margaret (2)	76,000	Whitstone (1)	25,000
Jose II (4)	23,300	Wind (2)	138,000

Boston

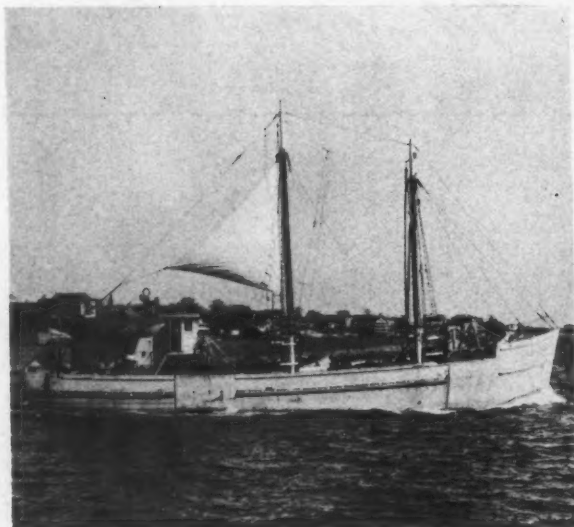
Acme (2)	20,800	Carmela Maria (Dragger) (4)	103,800
Addie Mae (4)	36,300	Carmela Maria (L. Tr'r) (3)	13,500
Adventure (1)	76,500	Carole June (3)	150,900
Aldea (2)	99,000	Casco (2)	10,400
Alphonso (5)	29,200	Catherine B. (Dragger) (5)	142,200
Anna Guarino (1)	13,300	Catherine B. (L. Trawler) (2)	15,100
Annie & Josie (3)	32,000	Challenge (4)	406,500
Annie II (2)	13,400	Chas. M. Fauci, Jr. (2)	93,500
Arlington (3)	234,600	Charlotte M. (2)	91,800
Atlantic (3)	203,300	Cigar Joe (1)	18,900
Ave Maria (Large) (1)	58,800	Cormorant (2)	192,300
Ave Maria (Small) (3)	24,800	Crest (3)	270,400
Barbara C. Angell (1)	89,600	Delaware (3)	211,800
Bay (3)	177,600	Diana C. (4)	108,200
Benjamin C. (1)	68,500	Dolphin (1)	61,400
Bertina (1)	19,000	Dorchester (2)	141,700
Bilow (3)	171,200	Drift (3)	265,400
Bonaventure (1)	75,000	Eddie & Lulu M. (4)	20,500
Bonnie (3)	265,200	Esther M. (4)	334,300
Brocker (3)	275,000	Estrela (3)	171,100
Breeze (3)	150,800	Ethel (4)	18,800
Brookline (2)	152,200	Eva M. Martin (5)	19,400
California (2)	127,000	Eva II (6)	29,700
Calm (4)	289,900	Fabia (1)	93,000
Cambridge (3)	274,500	Familia (2)	37,000
Cape Cod (2)	34,400	Fearless (3)	247,600
Capt. Drum (2)	82,000	Flow (2)	95,200
Carl Henry (1)	44,500	Flying Cloud (3)	250,900

4-C-887 (1)	3,000	Pauline H. (2)	106,600
4-E-885 (5)	7,900	Philip & Grace (2)	111,500
4-G-370 (4)	22,500	Pilhasca (3)	42,500
4-G-673 (2)	7,100	Pioneer (4)	88,700
Francesca (5)	40,400	Plymouth (3)	218,800
Geraldine & Phyllis (3)	95,000	Princess (3)	31,900
Golden Eagle (1)	71,500	Quincy (2)	164,000
Gudrun (1)	45,100	Rainbow (1)	26,500
Hazel B. (3)	108,500	Red Jacket (3)	150,200
Holy Family (1)	53,900	Reneva (2)	25,700
Ida & Joseph (2)	92,500	Robert & Edwin (4)	35,800
Jacinta (1)	52,500	Roma (4)	63,700
J. B. Junior II (5)	53,500	Ronald & Mary Jane (1)	53,000
Jennie & Julia (1)	48,000	Rosemarie (1)	23,000
Joe D'Ambrosio (4)	37,800	Rosemarie M. (3)	183,500
Joseph & Lucia (1)	65,000	Rose Mary (4)	59,600
Josephine & Mary (1)	51,000	Rosie (5)	80,100
Josephine Ess (1)	57,000	Rush (2)	137,200
Josephine F. (5)	23,500	St. Anna (6)	52,100
Josephine P. II (3)	88,200	St. Christopher (1)	76,500
Josie M. (4)	60,800	St. Joseph (Dragger) (1)	7,200
Junojaes (1)	65,000	St. Joseph (L. Trawler) (4)	12,800
Katie D. (3)	167,400	St. Michael Angelo (2)	12,000
Lark (2)	181,500	St. Peter II (2)	120,900
Lawrence Scola (1)	16,200	St. Theresa (5)	22,200
Leonarda (3)	31,500	Salvator (2)	96,600
Leonard & Nancy (3)	109,800	San Calogero (4)	80,700
Liberty II (3)	41,700	Santa Lucia (6)	66,100
Little Nancy (4)	135,400	Santa Maria (2)	86,000
Louise (2)	96,600	Santa Rita (4)	16,600
Lucky Star (2)	123,000	Santo Antomino (3)	137,000
Lynn (3)	177,000	Savoia (6)	51,500
Mabel Mae (3)	181,800	Sea Fox (1)	19,000
Maine (2)	161,400	Sebastiana & Figli (6)	65,900
Margaret & Marie (3)	29,200	Shirley & Roland (3)	55,900
Margee & Pat II (3)	177,000	Silver Bay (3)	235,300
Maria del Soccorso (4)	30,400	Six Brothers II (6)	27,300
Maria Giuseppe (6)	30,200	Solveig J. (2)	97,000
Maria Immaculata (1)	12,800	Sonya (1)	16,800
Maristella (3)	143,500	Squall (2)	178,300
Marjorie Parker (2)	109,500	Stanley B. Butler (1)	64,500
Mary & Jennie (4)	40,400	Storm (3)	218,400
Mary & Joan (1)	66,000	Surf (2)	144,700
Mary & Joseph (1)	30,000	Surge (3)	258,000
Mary J. Hayes (2)	93,500	Texas (2)	84,700
Mary M. (2)	19,000	Theresa R. (2)	65,900
Mary Rose (1)	55,300	Thomas D. (2)	85,600
Mary W. (2)	92,000	Thomas J. Carroll (1)	43,000
M. C. Ballard (2)	107,000	Thomas Whalen (3)	214,400
Michael G. (5)	67,800	Three Sisters (2)	102,000
Nancy B. (3)	107,500	Tide (2)	135,000
Naomi Bruce III (1)	25,000	Triton (3)	231,500
Natalie III (2)	117,000	Two Pals (4)	61,600
Neptune (3)	188,800	V-E Day (1)	90,000
Newton (2)	8,700	Venture II (3)	143,300
Nina B. (2)	113,900	Victory II (3)	38,100
Noreen (2)	123,600	Virginia (2)	110,000
Ocean (2)	194,000	Wave (2)	136,100
Ohio (1)	59,200	Weymouth (3)	225,100
Olympia (1)	30,000	Wm. J. O'Brien (4)	290,500
Olympia LaRosa (4)	145,000	Winchester (3)	252,500
Pan Trades Andros (2)	129,800	Winthrop (3)	187,300
Paolina (4)	10,700	Yankee (5)	105,700

New Bedford

Adele K. (3)	103,200	Clara T. (3)	22,800
Adventurer (4)	82,800	Clifton (3)	30,100
Aerolite (2)	17,100	Clinton (4)	65,700
Albatross (2)	113,800	Clipper (3)	113,300
Alba V. (2)	10,500	Connecticut (3)	42,000
Alden (1)	61,000	Connie F. (3)	59,600
Alice May (4)	32,500	Diana A. (2)	130,500
Aloha (2)	93,900	Doris (4)	21,500
Alva (5)	38,600	Dorothy (1)	9,100
America (1)	3,000	Dorothy & Betty (2)	12,600
Angenette (2)	11,800	Driftwood (2)	13,300
Anabelle R. (1)	10,200	Ebenezer (4)	23,000
Anna C. Perry (3)	81,500	Edith (3)	76,600
Ann & Marie (4)	30,400	Eleanor (3)	102,000
Anne Silvia (4)	47,000	Elenore K. (1)	9,200
Annie Louise (4)	49,300	Elena (1)	4,300
Annie M. Jackson (3)	41,600	Elva (3)	13,200
Automatic (4)	29,000	Elva & Estelle (3)	78,900
Ave Maria (1)	8,500	Emma Marie (1)	16,500
Barracuda (5)	47,500	Etta K. (2)	48,000
Bernice (4)	22,500	Eugene & Rose (3)	81,400
Bessie (1)	4,300	Fairhaven (1)	7,000
Bethlehem (2)	13,400	Fairweather (3)	45,900
Bethulia (2)	35,000	Fannie Parnell (2)	8,200
Bonnie (2)	14,300	Frances (3)	8,500
Bozo (3)	31,700	Frank F. Grinnell (2)	90,000
California (1)	12,000	Frankie & Rose (2)	70,000
Cape Ann (2)	97,000	Fred Henry (3)	27,300
Cape Cod (3)	27,300	Gannet (2)	88,500
Capt. Drum (1)	30,000	Gertrude D. (1)	20,500
Carlannul (3)	14,900	Gladys & Mary (4)	221,600
Carl Henry (2)	113,700	Gloucester (3)	114,000
Carlo & Vince (3)	95,000	Grayling (5)	34,000
Carol & Dennis (3)	31,100	Gull (1)	6,300
Catherine T. (2)	123,200	Harold Bruce (3)	37,000
Charles E. Beckman (4)	96,500	Hazel S. (1)	10,000
Christine & Dan (2)	32,600	Heedja (4)	43,200

(Continued on page 40)



FROM MINESWEEPER TO MODERN DRAGGER

The 97 Ft. "St. Christopher" is one of our conversions that is now operating as a successful dragger out of Gloucester. A former minesweeper, she was completely refitted for fishing by our experienced men, and is destined to be a highliner of the fleet.

Whether it's overhauling, converting or building, you can get the job done right in our yard. Our all-around service includes all types of engine overhauling and repairs, rigging service, hull repairs and alterations, electrical work, plumbing, etc. Your entire job can be done in our yard, without delay.

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Complete Modern Facilities for Designing, Building, Storing and
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Helen Mae (3)	24,200	Nova Antonio (1)	1,500
Hilda (4)	15,400	Novelty (5)	15,400
Hope (3)	46,300	Olympia (2)	53,500
Hope II (3)	31,500	Palmer Island (3)	14,900
Ida & Joseph (1)	35,000	Papoose (3)	25,400
Idlewild II (3)	22,900	Pauline H. (1)	61,800
Immaculate Conception (3)	102,000	Penguin (3)	71,000
Invader (3)	61,600	Phyllis J. (3)	10,700
Irene (1)	9,500	Portugal (4)	39,900
Irene & Walter (2)	25,700	Princess (2)	22,200
Ivanhoe (4)	140,600	Priscilla (4)	34,900
Jacinta (2)	110,400	Pvt. Frank Kessler (3)	28,100
Jackie B. (2)	45,000	Quest (3)	25,800
Jane Lorraine (1)	6,900	Reneva (1)	9,000
Janet Elise (4)	45,800	Rhode Island (1)	17,000
Jean & Patricia (3)	61,000	Rita (5)	49,600
Jennie & Julia (1)	50,000	Roberta D. (3)	40,100
J. Henry Smith (5)	54,000	Ronald & Dorothy (4)	63,300
Joan & Ursula (3)	133,900	Rose & Lucy (3)	87,000
Johnnie Ryan (1)	12,700	Rose Jarvis (4)	51,400
Johnny Boy (3)	33,500	Rosemarie (1)	31,600
Josephine & Mary (2)	83,300	Rosemarie (Seiner) (1)	48,000
Julia K. (1)	3,200	Rose Marie (1)	8,600
Junoias (2)	125,200	Rosie II (3)	44,500
Liberty (2)	24,900	Russell S. (3)	30,000
Liberty II (1)	9,200	St. Ann (3)	45,500
Lt. Thomas Minor (4)	51,400	St. George (2)	10,500
Linta (2)	55,000	Sandra & Jean (3)	46,400
Little Lady (3)	12,100	Santina (4)	23,300
Lucky (2)	19,400	Sea Fox (1)	17,100
Lucy M. (2)	14,100	Seal II (1)	5,400
Madeline (4)	45,300	Sea Prince (2)	5,900
Malvina (1)	19,900	Serafina (3)	18,200
Margie (1)	11,000	Serafina N. (3)	70,000
Maria Julia (1)	14,000	Shirley & Roland (1)	14,400
Marion M. (1)	6,800	S. M. Murtosa (4)	43,700
Marjorie (1)	27,000	Solveig J. (2)	109,800
Mary & Joan (1)	59,500	Southern Cross (2)	19,600
Mary & Joseph (1)	25,000	Stanley B. Butler (3)	139,600
Mary M. (1)	7,600	Susie O. Carver (3)	51,700
Mary W. (1)	30,000	Theresa & Jean (1)	64,400
Mildred & Myra (1)	15,000	Three Pals (3)	21,600
Min Flicka (2)	15,500	Tip Top (4)	45,200
Minnie V. (3)	56,500	Trio (2)	23,000
Mishaun (1)	1,000	Two Brothers (3)	44,500
Molly and Jane (2)	34,500	Two Pals (1)	12,100
Morning Star (1)	8,500	Uncle John (2)	65,000
Nancy S. (3)	29,000	Victory II (2)	18,400
Naomi Bruce III (1)	5,000	Viking (6)	166,500
Nashawana (4)	49,100	Viking (Chilmark) (1)	5,600
Natalie III (1)	21,000	Wamsutta (3)	166,100
Nellie (4)	32,400	Wanderer (1)	8,500
New Bedford (1)	13,000	Whaler (2)	97,000
New England (1)	8,400	Wild Duck (3)	143,000
Noah A. (3)	15,600	William Chesebrough (5)	53,400
Noreen (1)	31,500	Yankee II (4)	15,100
North Star (2)	23,000		

Scallop Draggers (Landings in Gallons)

Abram H. (3)	3,000	Maridor (2)	2,000
Acushnet (1)	1,000	Marie & Katherine (3)	3,000
Adventure (1)	1,000	Martha E. Murley (1)	1,000
Agda (1)	1,000	Mary (2)	2,000
Alpar (1)	1,000	Mary & Julia (2)	1,950
Antonina (1)	1,000	Mary Canas (1)	1,000
Antonio (3)	3,000	Mary D'Eon (3)	2,900
Arnold (2)	250	Mary J. Landry (1)	1,000
Arthur L. (1)	1,000	Mary R. Mullins (2)	2,000
Barbara (1)	65	Mary Tapper (2)	2,000
Bobby & Harvey (2)	2,000	Moonlight (1)	1,000
Camden (2)	2,000	Muriel & Russell (3)	2,450
Captain I (1)	1,000	New Dawn (2)	2,000
Carol & Estelle (2)	2,000	Newfoundland (2)	1,450
Catherine & Mary (1)	1,000	Norseman (1)	1,000
Catherine C. (1)	1,000	Olive M. Williams (3)	3,000
Christina J. (3)	3,000	Palestine (1)	1,000
Dagney (2)	2,000	Pearl Harbor (3)	3,000
Endeavor (1)	90	Pelican (2)	2,000
Eunice-Lilian (3)	2,250	Porpoise (3)	3,000
Fairhaven (2)	2,000	Portugal (1)	1,000
Flamingo (3)	3,000	Rainbow (2)	2,000
Four Sisters (2)	1,800	Ramona (2)	1,750
Freddie & Matthew (2)	1,500	Rosalie F. (2)	2,000
Friendship (5)	4,350	R. W. Grimm, Jr. (2)	2,000
Gay Head (2)	1,800	St. Anthony (2)	1,600
Gloria F. (2)	2,000	Sankaty Head (1)	200
Growler (2)	2,000	Sea Hawk (2)	2,000
Irene & Mabel (1)	160	Sea Ranger (3)	3,000
Janet & Jean (3)	3,000	Shannon (1)	1,000
Julia K. (2)	800	Sister Alice (2)	1,300
Kelbarsam (1)	700	The Friars (3)	3,000
Kingfisher (3)	3,000	Ursula M. Norton (3)	1,000
Liboria C. (3)	2,950	Venture I (1)	1,000
Linus S. Eldridge (2)	2,000	Viking (2)	2,000
Louis Thebaud (1)	1,000	Virginia & Joan (1)	900
Lubenray (2)	2,000	Wm. J. Landry (1)	800
Malvina B. (1)	1,000	Winifred M. (3)	1,750
Margee & Pat (1)	500	Winor (1)	96

New York

Doris Gertrude (1)	7,000	Ronald & Mary Jane (1)	68,000
Felicia (2)	142,000	Santa Maria (1)	45,000
Gud Kay (1)	6,000	S #31 (2)	50,000
John G. Murley (1)	55,500	Two Brothers (1)	8,000
Mary Anne (3)	146,000	Virginia (1)	64,300

Scallop Draggers (Landings in Gallons)

Antonina (1)	418	Major J. Casey (1)	1,000
Buzz & Billy (2)	1,975	Norland (3)	837
Catherine C. (1)	1,025	Peerless (2)	774
Eleanor (1)	334	Rainbow (1)	660
Florence B. (2)	2,000	Whaling City (2)	2,000
Gloria F. (1)	1,000		

HATHAWAY'S

STOCK NOW

ABOVE PREWAR LEVEL

397

— PROPELLER SHAFTS —

SIZES 3-4 in. TO 6 in.

222 MONEL METAL

LENGTHS 8 ft. TO 20 ft.

175 BRONZE

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HEAVY HAULS?

My *Red Wing* always
Brings 'Em Home!

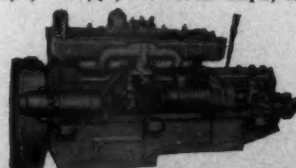
• Load 'er to the gunnels when the fish are running! You can count on bringing 'em home when you're powered with a dependable RED WING Motor.

Many's the owner of commercial craft who prizes his RED WING Motor for its load-lugging ability when the going's rough.

RED WINGS are famed among fishermen for their eager power, rugged stamina and—above all—their built-in dependability. Forty-five years of marine engineering back RED WING Motors. Send for literature.

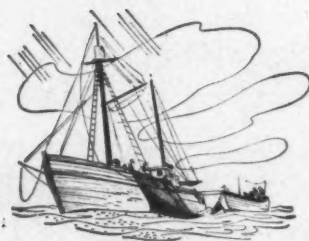
"Hiawatha Special"

58-90 hp, 6 cyl., 4"x4 1/4", 320 cu. in. displ., 1500-3000 rpm.



RED WING MOTOR CO., RED WING, MINNESOTA

"American BRAND" PURE MANILA Rope



BUILT FOR FISHING

The sun—salt water—winter's ice—and just plain hard work, are normally a part of fishing operations. American Manufacturing Company carefully builds its Fishermen's Rope to give maximum service under the worst of these conditions. "AMERICAN BRAND" PURE MANILA ROPE is clean, uniform, and made of carefully selected, first-grade fibre. It is thoroughly waterproofed with a specially compounded cordage solution which seals in natural fibre moisture. This rugged, dependable rope is a very profitable investment in the long run.

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The 55' dragger "Stonington" owned by William Murdock who operates out of Islip, N. Y. She is powered by a 77 hp, D8800, Caterpillar Diesel with a Twin Disc 2:1 reduction gear.

Long Island Inlets To Be Dredged

Several Long Island towns plan to dredge their inlets and harbors this year, including Babylon, which has appropriated \$30,000 for stabilization of inlets. A total of 14,000 yards of fill will be removed from the Oak Island Inlet; 34,000 yards from East Fox Creek; across the bay from Lindenhurst; and 28,000 yards from the Gilgo Channel across from Amityville.

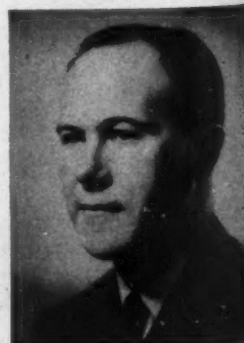
Approximately 13,600 cubic yards of material will be removed from the channel of Three Mile Harbor in the near future, according to the East Hampton Town Board committee on the project. Two locations in the channel will be dredged, including one spot south of the Breakwater Light and another in the vicinity of the Commercial Town Dock. Dredging of the channel last took place in 1940.

United States Army Engineers have recommended that \$1,300,000 be spent for the stabilization of Fire Island Inlet, with an additional expenditure of \$75,000 yearly for maintenance. According to the plan of the Engineers, \$300,000 would be spent immediately to dredge the inlet to a width of 250' and depth of 14' at mean low water, with the fill to be placed on the shore of Oak Beach. Carrying out of the project depends upon the willingness of State, county and township authorities to contribute to the work.

Fishery Council Elects Wilkisson

At the recent annual meeting of Fishery Council at Fulton Market, Frank W. Wilkisson, Jr. was unanimously elected to the office of president. One of the most active men in the New York market, Mr. Wilkisson has been closely associated with the Fishery Council. Chosen for the office of vice president, Jerome W. Kiselik is well known for his activities during the past few years in helping solve priority and price control nightmares for the merchants of Fulton Market, as well as for his most recent responsibility, the tremendous job of running the NFI Convention.

In recognition of his wholehearted interest and loyal sup-



Frank W. Wilkisson, Jr.

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NETS, ROPES, CANVAS and WOOD

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with CUPROLIGNUM

THE POSITIVE PRESERVATIVE

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Baltimore 2, Md.

port during the past eight years as Fishery Council treasurer, Sol Broome was voted into that office for another term. John H. Matthews will serve as secretary.

At the same meeting the Board of Directors was raised to full strength by election.

A report on the publicity engineered by Fishery Council through the mediums of newspapers, radio, television, movies, magazines, lectures, demonstration, and retail and restaurant aids was presented. It was pointed out in this report that Fishery Council obtains free time on the air that could not be paid for were its total income increased many times and used solely for radio advertising.

Clams Transplanted from Peconic

The Peconic River was opened to the taking of clams for transplanting purposes during a recent 15-day period, and 12 clambers took a total of approximately 1,300 bushels, which ran about half large and half small. The clams were purchased by Washington White, who paid \$2.00 per bushel, and planted them on his lots off Aquebogue.

Aids to Navigation

The Coast Guard recently established a whistle buoy one mile off Jones Inlet, as well as several additional buoys to mark the Inlet channel. Establishment of the buoys was requested by the Long Island Fishermen's Association.

The Babylon Town Board plans to place a flasher-type channel marker at the mouth of West Creek in order to aid boatmen plying the waters of the Great South Bay.

"Rhode Island" Catches Fire

The dragger *Rhode Island*, owned and skippered by George L. Thompson of Wakefield, R. I., was towed to New Bedford by a Coast Guard cutter on May 18 after catching fire off Nantucket Island. The skipper and 4-man crew successfully controlled the blaze by means of a bucket brigade during a four-hour battle before the Coast Guard arrived.

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PROPELLERS AND FITTINGS
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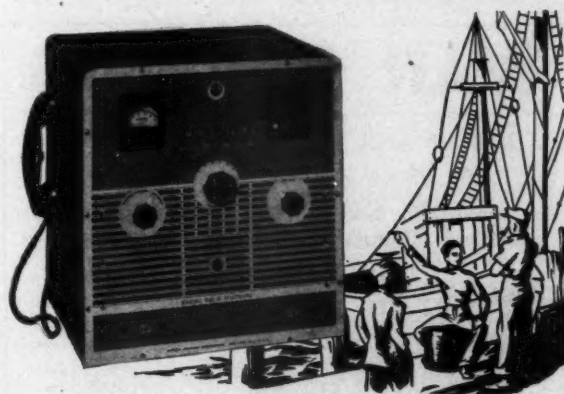
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From Boston's trawlers to the great Northwest's trollers... from the Gulf's shrimpers to California's crack tuna clippers... and in shipping centers throughout the country... when marine radio telephone equipment is discussed, talk turns inevitably to Hudson's great "MASTER MARINER"... its high quality... its fine unfailing performance... its ability to stand up under grueling conditions.

More and more commercial operators prize the unvarying reliability of this stellar performer... Pioneers in marine radio telephones, Hudson American offers the best equipment procurable at any price.

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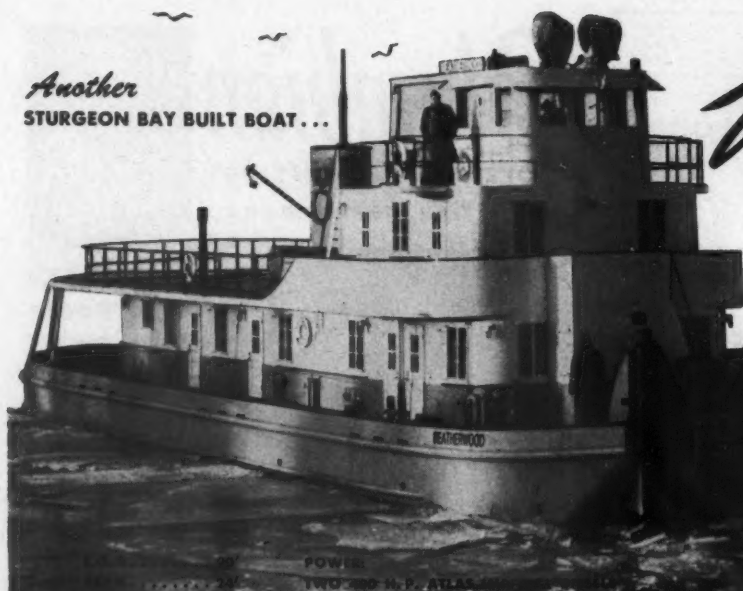


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NEW RIVER TOWBOAT FOR
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Model illustrated: New General Motors Model 6066, 165 H.P., 6 cyl., 2 cycle Marine Diesel Engine.
with 1:1.27 Overdrive —\$3350
with 2:1 Red. Gear —\$3600
with 1½:1 Red. Gear —\$3800
with 2½:1 Red. Gear —\$3800
with 3:1 Red. Gear —\$3900



New Chrysler M-8, 141 H.P., Marine Gasoline Motor with direct drive and reverse gear—\$1100
1½-2-2½ to 1 gear—\$1225 3 to 1—\$1250

New Chrysler Sea Mules Model 4-C—\$1250

New and Used Gas and Diesel Driven Generators 400 Watt to 60 Kilowatt Generators—BARGAIN PRICES

Marine Accessories—Cleats, boat hooks, anchors, life rafts, motor brackets, propellers, pumps, etc.

Welding Machines—Used, in good condition—200-600 AMP. DC and Transformer AC type—Westinghouse, G. E., Hobart and Lincoln
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Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

N. E. Trawler Representative

R. F. Symonds, President of New England Trawler Equipment Co., Chelsea, Mass., has announced the appointment of Langdon and Matule, Inc. as eastern seaboard sales representative for his company. This firm, one of the country's leading marine engineering consultants, is headed by James L. Langdon, Jr. and Joseph F. Matule. They maintain offices at 55 Van Dam St., New York City.

New England Trawler manufactures a complete line of cargo winches, topping lift winches, anchor windlasses, trawler winches and deck gear.

Caterpillar Offers Diesel Booklet

A new, graphically illustrated, eight page booklet (Form 9991), entitled "Why Boat Owners Prefer Caterpillar Diesel Engines", is being made available by Caterpillar Tractor Co., Peoria 8, Ill.

This booklet contains descriptions of many applications of Caterpillar Diesel marine engines and the outstanding characteristics of design that produce dependable operation. Stressed throughout are the continuous operation features of Diesels utilized for the propulsion of fishing vessels and work boats in general.

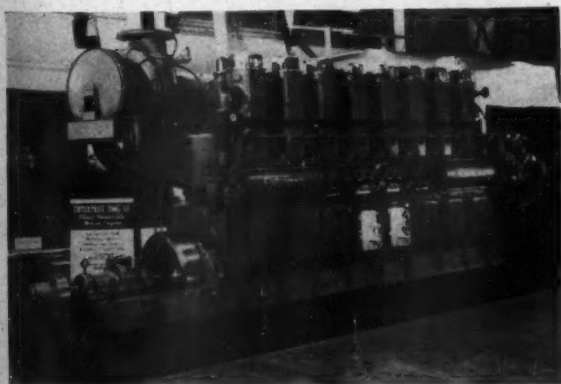
Gulf Produces New Marine Oils

Marking a radical departure in the field of lubrication, Gulf Oil Corp. has announced that it now is marketing a new marine engine oil. In addition to the new Gulfpride Marine Oil, another new product is Gulfpride Diesel oil.

The new marine oil contains no appreciable amount of detergents, Gulf technologists said. They explained that experience has proved that detergent oils are not the best recommendation for marine gasoline engines. For marine Diesel engines they have, therefore, introduced a special Gulfpride Diesel, a detergent-dispersant oil especially made for Diesel engines.

"The high quality of Gulfpride Marine and its lack of any appreciable quantity of metallic detergent soap permits it to resist emulsification and sludging in the crankcase," Gulf technologists explained. "These are exceptionally clean oils and their use will result in minimizing engine deposits."

The new Gulfpride Marine will be available in quart and gallon cans, and in 5 gallon pails. The Gulfpride Diesel is offered in quart cans, 5 gallon pails and 55 gallon non-returnable drums.



A view of the Enterprise Engine & Foundry Co. exhibit at the recent National Marine Exposition. Feature of the display was the Model DMG-38 marine Diesel, illustrated. This engine has a rating of 825 hp. at 400 rpm. The turbocharger installation can be seen on the left end of the engine. Also displayed in the Company's booth were a Model DMM-3 Diesel, rated 108 hp. at 720 rpm.; a cutaway of the Buchi-Elliott turbocharger; and various engine components.

Carbon Monoxide Detection Kit

People have died either directly or indirectly of carbon monoxide poisoning on gasoline propelled boats. By the use of a secret gadget developed and manufactured during the war, by the National Bureau of Standards, many lives can be saved. United States Safety Service Co., 1215 McGee St., Kansas City 6, Mo., has been licensed by the Government to manufacture the instrument and will be in production on the item within the next few months.

This gadget is claimed to be the most sensitive instrument of its kind known to science. The detector is about the size of a pencil and the indicator will detect and closely estimate less than one part of carbon monoxide per 500 million parts of air, which allows a big safety factor.

The detector consists of a small, chemical filled, glass tube sealed at both ends and a rubber bulb all packed into a small kit that fits into the pocket. When the presence of monoxide is suspected air samples may be drawn through the chemicals in the tube.

If carbon monoxide is present, the yellow chemicals will turn green in 30 seconds. The darker the shade of green, the higher the monoxide concentration. A matching color chart shows the height of concentration.

General Motors Diesel School

In recognition of the extreme importance of providing the best possible service to owners of its products, Detroit Diesel Engine Division of General Motors Corp. has set up at its factory in Detroit a completely equipped school for training GM Diesel mechanics in the operation and servicing of the Series 71 engine. Detroit Diesel distributors and dealers may, upon proper application, send their service personnel to the factory for a concentrated but thorough training course in basic Diesel mechanics.

This course has been specifically designed to develop skill in the maintenance and repair of Series 71 engines and to create an understanding of operating requirements and trouble shooting procedure. Classes of 12 students are scheduled every two weeks. By limiting the enrollment to small numbers, each student is guaranteed personalized instruction through the entire training period.

Up-to-date and accurate service information and techniques are presented with emphasis placed on shop experience where the time is spent in actual work on engines and sub-assemblies.

Winding up the two week program is a session on cleaning procedures and a tour through the plant where manufacturing methods are observed. By the time the course has been completed, each student has been given the kind of practical training that will enable him to more intelligently approach his work of servicing GM Diesel engines.

Metallizing Steel Fishing Boats

Steel shrimpers on the Gulf of Mexico and tuna clippers on the west coast are attesting the desirability of metallizing holds, decks, and hulls for protection against rust, according to articles in the April issue of "Metco News" published by Metallizing Engineering Co., Inc., Long Island City, N. Y., manufacturers of Metco Metallizing Equipment.

Metallizing is accomplished by spraying a thin coat of zinc onto the steel surface which is to be protected. Any suitable marine paint then may be applied over the zinc coating.

Copies of "Metco News" are available and additional data will be furnished by the Company upon request.

Calculaide Coasting Computer

Distance off abeam, distance off on second bearing, and angle of drift are easily determined without resort to tables, with the new Calculaide coasting computer developed by American Hydromath Co., 145 West 57th St., New York 19, N. Y. With this instrument only the first and second angles and distance

Lady WITH A PAST



AND A Future!

The 30-foot workboat shown above is a lady with a past... a past she's proud of, thanks to her 4-cylinder Osco marine diesel engine. For 10 hours a day over the past four years she's carried passengers between piers and steamers anchored in New York Harbor... without a breakdown! And, at an average operating cost of only seventy-five cents a day.

Consequently, she's a lady with a future, too... with years more of trouble-free, economical operation remaining in her Osco marine engine.

If you are looking for economy and dependability in a gasoline or diesel marine engine, it will pay you to consider Osco. You'll find all the many Osco marine engines—from 15 to 120 hp described fully in the Osco Literature Kit. Send for your copy today. Osco Motors Corporation, 20-20 E. Orleans Street, Philadelphia 34, Pa.

Osco

MARINE ENGINES

run need be known, the computer performing all needed trigonometric calculations.

Any ordinary two bearing problem can be solved in a single setting. Moreover, the computer is so designed that a third bearing can be used to detect and measure cross drift. A useful feature of the instrument is that the distance scales are identical with those on an ordinary slide rule, enabling the device to be used to solve problems involving multiplication, division, percentage, ratio and proportion, etc.

Construction of the new Calcuaide coasting computer combines precision with durability. It is six inches in diameter, and is made of non-warping Vinylite plastic, which is unaffected by oil, perspiration, moisture or salt spray. Scales and graduations are protected by a tough plastic overlay. An attractive genuine leather case is furnished with the instrument.

Cummins Heads Company Directors

C. L. Cummins, founder of Cummins Engine Co., Inc., Columbus, Ind., was elected Chairman of the Board of Directors, and J. I. Miller was elected President of the Company, at the 1947 annual meeting of stockholders and directors.

Mr. Cummins, recognized throughout industry as the pioneer in development of the high-speed Diesel engine, founded the firm in 1919 to build what was then called the Cummins Oil Engine. In 1930, the revolutionary Cummins fuel distribution and injection system was introduced, a development which, it is claimed, made possible the building of the first successful high-speed Diesel. By 1937, Cummins Diesels were in wide use in the automotive, industrial and marine fields.

Mr. Miller came to the Company in 1934 in the capacity of vice-president and general manager and has been with the Company continuously since that time except for the years 1942-44, when he served in the U. S. Navy.

Other officers elected by the board are: V. E. McMullen, executive vice-president; R. E. Huthstainer, vice-president and general manager; H. L. Knudsen, vice-president of engineering; Carl R. Fox, vice-president and works manager; D. C. Bottorff, secretary and treasurer; R. E. Lay, assistant secretary and assistant treasurer; and Edwin G. Crouch, assistant secretary.



C. L. Cummins

Willis Catalog Now Available

The first issue of E. J. Willis Company's Marine Supply Catalog since 1941, now available, consists of 252 profusely illustrated pages, and covers approximately 20,000 items in the marine hardware and supply field. The volume features over 1,000 illustrations of various Willis products.

New items which appear in the catalog include, for the first time, the Willis rotary rubber shaft and stern bearing, the new Universal tank sounder, the Willis V-8 engine conversion unit, and the Willis remote reverse control.

Eco Bulletin Describes Full Line

A new bulletin describing the full line of Eco gearless pumps for coolant circulation, bilge pumping, and a variety of other marine uses recently was released by Eco Engineering Co., 209 New York Ave., Newark 1, N. J.

Gearless pumps and conversion units, especially designed for marine conversions of Ford V-8, Mercury and Model A engines, are fully described in the folder along with an easy method for making Eco pumps practically self-priming. All six standard models of Eco gearless pumps also are illustrated. These include pumps with 1/2" and 1" ports, with and without self-lubricating outboard shaft bearings, and single and double impeller types.

Also shown is the special tilting pump base, designed for those installations where it is necessary to engage or disengage to pump speedily, and the new Flow-View priming reservoir, which assures a constant prime, and strains the water going into the pump.

TOP-ICING with SNOW-ICE

saves time and money . . . reduces spoilage

Atlantic seaboard operator reports icing time cut 50%, labor costs reduced, less spoilage, and 15% shipping space saved since installing Link-Belt Ice Crusher-Slinger. "Once we ship a car," he says, "iced by our Crusher-Slinger, customer insists all shipments be iced this way." Available in several sizes;

electric or gasoline powered; stationary, truck or portable mounting. Ask for Book 1761-A.

LINK-BELT COMPANY
2410 W. 18th St., Chicago 8, Ill.
10,000



LINK-BELT ICE CRUSHER-SLINGER

Check Your Spare Gear

(Continued from page 15)

galvanized rod stock in various sizes may be desirable and some lengths of half oval or half round of suitable size may not be amiss.

A spare of any special wrench is a very good idea in case that the original may be lost or broken. In the case that the boat is a fairly small one and there is not too much room for a large variety of tools, I have found that it is well to carry about a 10" C clamp which may be very helpful to use at times in lieu of a large monkey wrench. Surprising, how handy two or three C clamps can be.

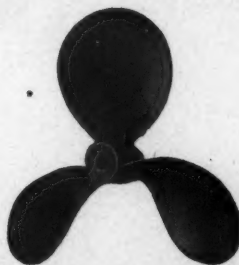
It should interest boat owners and skippers, especially those with gasoline powered craft, to know that a neat marine utility kit of safety tools is now on the market. They may be used around explosive gases, fumes or liquids because they are made of high nickel alloys which have low sparking qualities. The kit contains hammers, screw drivers, pliers, and wrenches, all of which are non-magnetic and resist corrosive salt water and sea air.

If the hoisting gear is driven by V-belts, then spare belts should be carried and well cared for, or if chain is used, some spare links of chain should be safely stowed aboard. Spare linings for the brakes of the winch should be carried together with the necessary rivets, whether the lining is of fabric or wood.

A spare set of gudgeons and pintles might be advisable and this is especially so if the gudgeons are cast by some small foundry and not those customarily on sale as standard stuff. If the vessel is fitted with life lines with stanchions and sockets, then it is well to carry a spare stanchion, socket and some bolts.

Such is the general idea of spare parts and fittings that should be carried in the lockers instead of the junk mentioned previously that generally is carried. I would recommend that in leisure time the lockers be cleaned out and a list of desirable spare gear made. When the gear is obtained, see that it is properly prepared and stowed, where it can be easily found when needed in a hurry.

The "High Liners" must have efficient, dependable equipment



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Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

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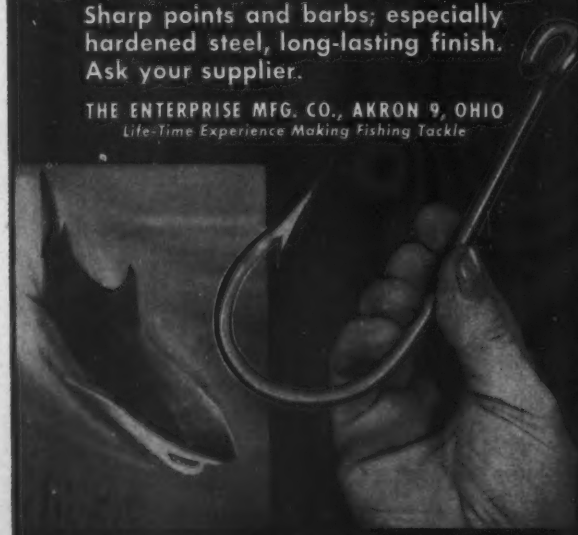
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Corrosion shortens the life of a trawler rope.

But bethanized coating offers the best protection against corrosion, for the bethanizing process applies a heavy, uniform coating of pure zinc to every foot of every wire. This coating is of such high quality that it will not crack, peel, or check, even after repeated bending around small turns.

The exclusive electrolytic process by which the bethanized coating is applied does not sap the base wire of its strength and toughness. That means stronger trawler rope . . . longer life . . . fewer replacements.

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Texas Non-Resident Law To Get Court Test

A court hearing is scheduled to be held soon on the petition of Vincent Depuglio, resident of Galveston County and owner of the Gulf Stream Shrimp Co., who is asking for a judgment holding the new statute on the licensing of non-resident fishing boats unconstitutional and invalid. Depuglio also has requested an injunction restraining the Texas Game, Fish & Oyster Commission and its agents from interfering with him in the operation of his business, from enforcing the new statute against him, and for a declaratory judgment fixing his rights, liabilities and status. Depuglio claims that he is operating Texas boats, whereas the Commission officials allege his boats are from Louisiana, operating under subterfuge through a Galveston registry which, they further allege, is a registry of convenience.

A complaint charging fishing in Texas waters without a non-resident fishing license was filed in Nueces County Court on May 7 against Depuglio's Company after the firm's shrimp trawler *Frances Olga* had been seized by a Commission agent some 7 miles from the mainland. Arnold Boudreaux, skipper of the craft, was placed under arrest and bond was set at \$500.

Ten days later a court order was granted restraining State officials from interfering with the use and operation of Depuglio's 15 shrimpers, which operate out of Aransas Pass. This order remained effective until May 24, when a second court order dissolved the restraining order enjoining agents of the Commission from interfering with operations of the Depuglio fleet.

The regulation which Depuglio seeks to have declared invalid became effective March 26, and defines a resident fisherman as one whose boat is not registered in any other State; or whose boat has been continually registered in Texas for more than 12 months; or who has had a bona fide place of business in Texas for at least 12 months. Those individuals who are not resident fishermen, as defined in the law, are subject to a license fee of \$2,500. Fishermen hold that the law is discriminatory, which makes it unconstitutional.

Funds Released for Fisheries Work

The recent passage of House Bill No. 183 by the Texas Legislature releases approximately \$800,000 from the sand, shell and gravel fund, a part of which amount can now legally be used for the propagation and restoration of oyster beds and other coastal work pertinent to Texas commercial fisheries. In the past, this fund was used exclusively for maintaining inland fresh-water fish hatcheries.

"Champion" Freed from Brazos Island

The 65' shrimp trawler *Champion*, which went aground on Brazos Island during a storm on May 31, was freed at high tide on June 3. Owned by the Texas Shrimp Co. of Brownsville, the vessel had a broken tail shaft and was under tow by another boat when the line parted, and she was driven aground in the gale. A sister ship, the *Warrior*, foundered on the jetties at Brazos Island recently and was a total loss.

Promise Action on Docking Problem

City officials of Corpus Christi recently asked the Corpus Christi Seafood Dealers Association for detailed specifications regarding fishermen's needs for docking space, and have promised immediate action. The present location of the piers along the City's waterfront is claimed to be unsatisfactory, and locations at the T and L-heads at the Municipal Yacht Basins have drawn objections from the City Zoning and Planning Board. While the Association has expressed willingness to locate piers and fish houses on Nueces Bay, the excessive expense in operating the bascule bridge at the entrance to the port of Corpus Christi makes the idea impractical.

Asks Permit to Construct Fish House

The Bay Fish Co. of Seadrift has applied for a permit to construct a bulkhead and fish house on the Gulf Intracoastal Canal at Port O'Connor. The Company also requested permission to dredge a slip 3,300' west of the U. S. Army Ferry Slip, with an over bottom width of 75'.



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and we don't need fancy words to describe it to you fellers

Each time you fishermen wear your suit, you give it the hardest testing possible; you determine the qualities of each individual brand. Now most fishermen know that the time-tested qualities found in the Sawyer garments are the qualities that have made Sawyer's fishermen suits the better buy.

Sawyer makes two types of fishermen suits; the new improved oiled "FROG" Brand, and the rugged rubberized "LIGHTHOUSE" Brand. Each is designed to give you plenty of room, without added bulkiness; each is made to exacting specifications.

LOOK FOR THESE FEATURES ON EVERY "FROG" AND "LIGHTHOUSE" BRAND GARMENT:

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- Each suit hand coated with either a special oil or rubber latex. This helps to give greater resistance to snagging and tearing at points of stress.



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For Propeller Shafts



Fig. 200 Standard Cutless Bearing

Fig. 207

Square Base Stern Bearing with Cutless Bearing

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Fishing Vessels
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Manufactured by Bludworth, Inc.

SINCE 1926 MANUFACTURERS OF PRECISION ELECTRONIC EQUIPMENT

* Standard-Arrow and Standard-Six Models

Diesel Operation

(Continued from page 21)

proper intervals. An air cleaner servicing schedule is usually suggested in the instruction manual for the engine. The conditions under which the engine is operating should be considered in setting up a schedule. The oil level in oil bath-type air cleaners should be checked at least daily. The oil used should be of the same grade as that used in the engine crankcase. Air-tight connections must be provided on the air intake system if excessive wear from abrasive dust is to be avoided.

The clearances in fuel pumps and injection systems of a Diesel engine and the restricted passages and fine holes in the nozzles are extremely small. The tolerance for dirt particles is practically nil, and the possible damage to the fuel system from dirt is so great that it is extremely important that Diesel fuel systems, including the fuel filters, receive proper care.

Hints on Trouble Shooting

The suggestions presented here endeavor to give the basic reason for each difficulty and the most probable cause for it. The following are the most common troubles encountered.

FAILURE TO START: If the engine will turn over at normal starting speed, the fuel is being fed properly, the compression pressure is high enough and the temperature is high enough, then the engine should start.

If the valves or rings are in bad shape, the compression pressure may not be high enough to heat the air sufficiently above the spontaneous ignition temperature of the fuel. Likewise, if the engine is very cold, the temperature developed by even good compression may be below the firing point. Some kind of heat primer or auxiliary heater is necessary in such a case.

If the engine will not turn over at normal starting speed, the crankcase oil may be too viscous, and a lighter grade is needed.

IRREGULAR RUNNING: Probably at least one cylinder is not firing or is firing at the wrong time. The fault may be with the fuel injector and the fuel supply, or with the cylinder compression. Engine manuals give directions for checking injector mechanisms and determining whether a cylinder is missing fire. Compression is largely a matter of good valves and rings.

NOT ENOUGH POWER: Insufficient fuel or air supply, or mechanical condition of the engine may be involved. Are the injectors putting in enough fuel at the right time? Is the governor out of adjustment? Is the air supply cut off in any way, perhaps by a dirty air cleaner? Are the rings and valves allowing good compression?

EXHAUST SMOKING: Commonly there are two kinds of smoke, blue and black. Black smoke is probably caused by incomplete combustion of the fuel. Blue smoke is likely to be atomized fuel or oil which has not burned at all.

Black smoke may be caused by: (a) improper combustion because of overload; (b) improper fuel injection timing; (c) injectors dribbling between shots; (d) partially clogged air supply or exhaust outlet; or (e) improper grade of fuel.

Blue smoke is probably unburned fuel from a cylinder charge not burning, or lubricating oil getting up past the rings, or carried into the engine from the air cleaner.

KNOCKING: There are two kinds of knocking with Diesel engines: (a) caused by fuel, even though the engine is in good condition; and (b) something wrong in the engine which allows oil or fuel to get into the air charge during compressions.

In the former case the fuel is not as easily ignited as desirable; some of it piles up in the cylinder unburned, and then ignites all together and a little late. The fuel may be too heavy and not easily vaporized.

In the latter case there is usually violent knocking which should be taken quite seriously. Fuel or lubricating oil in the air supply, compressed during the compression stroke, explodes at the wrong time, adding to the compression pressure which is already high. The cure involves finding out where the leak comes from. The injector may be dribbling; lubricating oil may be coming up past the rings because it is badly diluted with unburned fuel, or the air cleaners may be feeding oil into the air stream.

Each type of engine has its own special peculiarities, but these basic principles, along with the application of good judgment, will go far in helping an owner to use his Diesel engine with satisfaction and profit.

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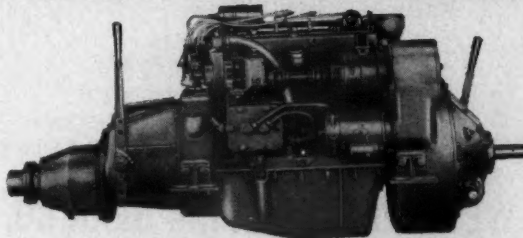
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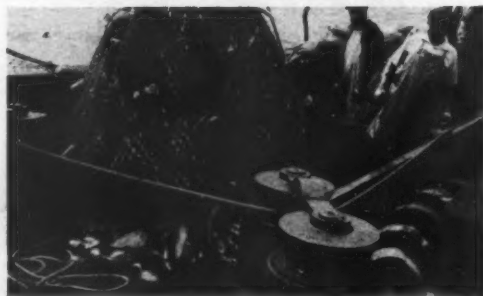
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Sheppard Model 6C or 6F
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Massachusetts Court Hears Catch Limit Testimony

The decision of a three-judge Federal tribunal handed down by the circuit judge on June 6 upheld the right of the State of Massachusetts to prosecute the Atlantic Fishermen's Union on a charge of limiting the catch of fish as a device for holding up prices and in violation of the State's anti-monopoly laws. The Union had sought to have the State's attorney general prevented from prosecuting the Union in State courts.

Meanwhile testimony continued to be presented before Judge Edward T. Broadhurst on Attorney General Clarence A. Barnes' petition for a permanent injunction enjoining the Union from fixing fish prices and restricting catches.

Filipinos Learning Fish Business

Under a program sponsored by the Fish & Wildlife Service, 15 Filipinos started a two-months course in fish catching and processing at Boston Fish Pier early this month. They are working under the direction of Atlantic Coast Fisheries Co., on whose trawlers they will make trips to the banks. Following their training, the men will return to their native islands to aid in rehabilitating the Philippine fishing industry.

To Repower "Texas" and "Ohio"

The 96' steel driggers *Texas* and *Ohio*, owned by North Atlantic Fish Co., Boston are to be repowered. They will get new Model D66M Hendy Diesels, rated 470 hp. at 400 rpm., and sold by J. H. Westerbeke Corp.

Trawler Crews Upheld

The Atlantic Fishermen's Union won the first round of its controversy with the General Seafoods Corp. recently, when Maxwell Copelof, U. S. Labor Department Commissioner and arbitrator between the parties, decided on May 22 that the Union did not violate its contract with the Corporation on Feb. 19 and 20 last, when the crews of four trawlers refused to unload 288,000 lbs. of fresh fish at Boston because the price was unsatisfactory. Copelof also found that the crews of the four trawlers involved, *Lark*, *Cormorant*, *Breaker* and *Squall*, were entitled to their daily guarantees, and ordered the Corporation to pay the crews a total of \$2,169.40.

The arbitrator found that in view of the so-called price war which was going on at the time, a fair sale had not been consummated, and that as a result the crews were not required to unload the vessels under the terms of the contract with the Corporation.

The Sounding-Lead

(Continued from page 9)

ability of more meat. Some experts say that it is entirely probable that the threat of low-priced foreign imports has been broken, and possibly may never again be what it was.

1948 NFI CONVENTION—The National Fisheries Institute's Convention Committee has recommended and the Executive Committee has unanimously approved San Francisco as the site of the organization's 1948 convention, to be held April 7 through April 10. Miami Beach was originally considered as the site for the 1948 convention, but hotel facilities needed were not available.

In response to requests from numerous representatives of the Federal and State Governments and fishery commissions, the Executive Committee of the Institute recently decided to establish on a one-year trial basis a new type of individual membership in NFI for technical men employed by State and Federal Governments and certain commissions, providing these men have no direct or indirect financial interest in the fishing industry.

UNION CERTIFIED—The National Labor Relations Board recently certified the East Coast Fishermen's Association, Inc. as the bargaining representative of fishermen employed by 14 individual or partnership owners of shrimp fishing vessels operating in the Atlantic Ocean and the Gulf of Mexico, with headquarters at St. Augustine, Fla. The employers had contended that the association was not

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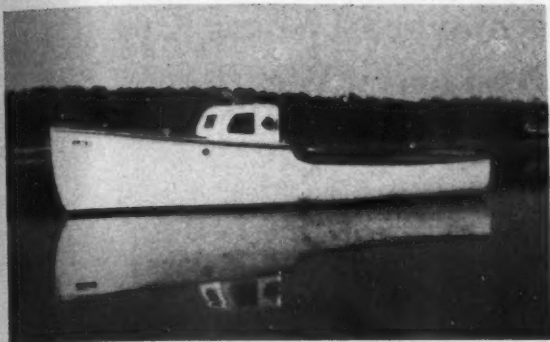
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The 30' x 9'4" x 2'6" lobsterman "Delmae" designed and built by Ballentine Brothers of North Falmouth, Mass. and owned by Joseph Brewster of Cataumet. She is equipped with a 103 hp. Gray engine, 18 x 18 Michigan propeller and Goodrich Cutless bearing. The boat has a modified tunnel stern, deep fore-foot and a concave run aft.

a labor organization within the meaning of the National Labor Relations Act, because in their opinion it had no authority under its charter to negotiate and enter into contracts with employers on behalf of its members.

CONSUMER PREFERENCE—The Fish and Wildlife Service is conducting a survey of consumer preference for fish in the United States. A form has been mailed out to members of the industry requesting them to list the best selling fisheries products of 1946, month by month. The questionnaire is limited to the six most popular species of fresh or frozen fish, fillets or shellfish, and also asks the percentage of sales of these species during a given month in relation to the quantity of all fish sold during the same month.

MATERIALS CONTROL—At the request of President Truman, a bill has been introduced to continue until June 30, 1948 certain powers granted under title III of the Second War Powers Act. The bill is expected to be approved by Congress, and among the materials which would remain under control are Manila (abaca) fiber and cordage, and agave fiber and cordage; tin and tin products; and fats and oils (including oil-bearing materials).

The Civilian Production Administration has suspended inventory restrictions and processing quotas on Manila fiber for the manufacture of rope, in the hope that more rope will be produced.

UNEMPLOYMENT TAX—Up until the early part of June no action had been taken by the House Ways and Means Committee on H. R. 2904, which was introduced by Congressman Gifford of Massachusetts, and would eliminate from provisions of the Federal Unemployment Tax Act owners of fishing vessels of more than ten net tons and fishermen working on the vessels. There is some doubt as to whether Congress will do anything about the Gifford bill this session.

REP. FRED BRADLEY—Rep. Fred Bradley of Michigan, chairman of the House Merchant Marine and Fisheries Committee, died on May 24 at the age of 49. Congressman Bradley was one of the fishing industry's staunchest Congressional friends, and was always active in promotion of the business.

Successor to Judge S. O. Bland of Virginia, Congressman Bradley, who was minority leader of the House Merchant Marine and Fisheries Committee when Congress was controlled by the Democrats, became chairman of the Committee when the Republicans took over Congress last January. After assuming the chairmanship, he did an excellent job of reorganizing the Committee to comply with terms of the Reorganization Act, and undertook an extensive legislative program. He recently worked in cooperation with Congressman Bates of Massachusetts to obtain more Federal funds for the fisheries.

Congressman Alvin F. Weichel of Ohio has been named new chairman of the Merchant Marine and Fisheries Committee. He has served on the Committee since 1943.

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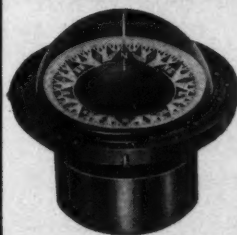
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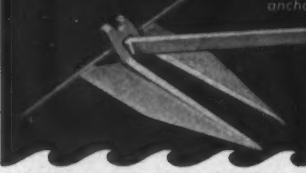
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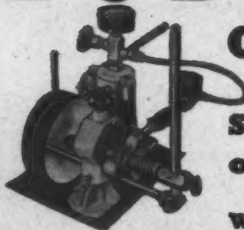


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Vineyard Fishing Curbed By Heavy Weather

By J. C. Allen

The tops'ls of June stand out above the skyline as we open the log for the past month's cruise. The weekly meteorological program has consisted of an easterly gale, shifting southerly, and dying out, with heavy rain, fog, a few hours of clear weather and then another blast of wind from sou'west, backing around to the east again. Honest to Jonah, some of our local sea-skimmers have been jounced about so much and so violently that their backbones have been hove into kinks; their jaws don't come together when they eat; and their eyeballs pivot to starboard and port like a lobster's.

The luck, anywhere offshore, has been just about what might have been expected under the circumstances. Everybody got some fish, but darned few of 'em got what they wanted. You might say that yellowtailing has come almost to a standstill there are so few boats engaged in the business. Scarcity of this species is the attributed reason, which sounds like a leaf out of the log of some scientist. In plainer words, they are not getting 'em.

But flounders have run more plentifully, likewise haddock, which have picked up amazingly in spots. Cod have not been as plentiful as usual for this time of year, neither in the nets nor on the ledges where the hand-liners have been trying their luck.

You can say what you please, but the traditional opinion regarding cod always has been that the critters do not like warm water, and the water hereabouts has not had a chance to really cool off for 18 months. Personally, we did not expect to see much of a Spring run of cod inshore.

Good Supply of Snapper Lobsters

Lobstering opened up about on schedule, with a run of luck and then a gap in the run. It cooled off some, and undoubtedly slowed up the movement of the lobsters, and then the seals got thick and raised the devil with the gear. Incidentally, and this may be of interest to someone somewhere; our gang discovered that the seals wouldn't bother pots too much if they were baited with flounder. But when herring or alewives were used, the seals would smash the pots to get 'em. Of late, the weather has warmed up some and the lobsters are on the move again. It is too early to make any predictions, but we have observed a pretty good supply of snappers which looks good for later months.

Predict Good Season for Surface Fish

Our hopes for this season to come are pinned on the surface fish, as we have preached for months, and we predict one of the best years for these varieties that has been known for some time. The bait showed some all Winter, and the water was so full of it the latter part of May that a man could walk on it for miles, just as long as it didn't shift about too much. Pollock, running to small sizes, showed up in great numbers, and scup have filled the trap gear. Mackerel have not been taken either with hook or twine, in Vineyard waters, as yet, but they have arrived, in apparent quantity.

Striped bass showed up earlier than usual, and bit on various lures and baits right off the bat. Under such conditions, blues and bonito should follow and there should be plenty of 'em.

Catch Mackerel in Drag Nets

We note, too, that up to the last of the month a large part of the mackerel were taken in drag nets, which is an old-fashioned method. The fish haven't surfaced well, as we get it, and the seiners have had a tough time of it. This may explain why the old-timers favored drag nets. Maybe not, but the old-timers didn't do much without a reason. Traps, hooks, shore seines and maybe purse seines should do all right in these bearings from this time out until Fall.

The pendulum swings, as we have said before, and if the luck returns to shoal water, then the fleet will have to shorten down as to draft, to pursue it. We know that the luck was there in other days, and we see no reason why it should not return at some time or other. Anyhow, that's the way we are betting.

New Brunswick Making Study of Clamming

By C. A. Dixon

Chances for development of a commercially practicable clam farming program for New Brunswick appear to be brighter now than they have been, according to the Fisheries Board of Canada, which has been making a study of clamming during the last 6 years in an attempt to increase the diminishing supply. The next step in the study is to find a means of reducing the total cost of operation, of which seed collecting by hand makes up at least 75%. An efficient mechanical seed clam digger is needed, and efforts are being made to develop such a device.

The St. Andrews Biological Station, St. Andrews, N. B., is conducting the laboratory and field experiments for the study under the direction of Dr. J. C. Medcof. The investigation was financed through the Research Board of Canada, and also, in its early stages, by the Nova Scotia Fisheries Department. If results are successful, the clam industry of the Maritime Provinces will be expanded greatly.

Market for Sardines Limited

At the end of the third week in May many of the sardine weirs at Deer Island and vicinity and in other places in Charlotte County were crammed with fish, but only a limited market existed, that on the Canadian side of the border. However, it is generally believed that the Maine sardine plants will be opened the latter part of July or the first of August.

The demand for both kippers and ordinary smoked fish has become very weak, and in some places is nonexistent. However, a considerable quantity of oversize sardines is being put into round cans.

Two sizes of sardines were available as June entered the picture—small fish and those of a size usually canned as "mustards" and used for cutting and smoking. The quality of the fish taken in the Northumberland Strait area has been excellent, according to fishermen and dealers.

Lobstering Improves

Southern New Brunswick lobster takes, which have been very poor recently, showed a slight improvement in some localities during May with the coming of warmer weather. Prices have been low, and only small profits have been realized from the industry this season.

Smelt Price High

Smelt sold for 25c a pound at Buctouche during May, and one firm is reported as having paid 28c. Current high prices were caused by a scarcity of fish, and are equal to those of the War years.

Rebuilding Underway at Wilson's Beach

Several waterfront structures at Wilson's Beach which were partially demolished by storms of recent years are being rebuilt. The large plant of Jackson Bros. was nearly completed and fitted out by the latter part of May. Pollock are dried at the plant and packed in drums for shipment to the West Indies.

Further enlargement of the sardine canning plant of H. W. Welch, Ltd. is to be undertaken, and Frank Neal, prominent fish buyer of Eastport, Me., has constructed a new wharf and fish stand at Curry's Cove, which is part of the Wilson's Beach district.

New Herring Freighter

The new 58' herring freighter *Claudia Althea*, owned by Capt. Fulton Winchester of Castalia, Grand Manan, arrived at her home port recently after a trip from Port Greville, N. S., where she was built. The vessel is powered by a Chrysler engine.

J. Sutton Clark Dies

J. Sutton Clark, 82, who once operated fish canneries at L'Etang, North Head, and also in New Edinburgh, died recently at St. George, N. B. Mr. Clark was well known on both sides of the border in the Quoddy districts and at other coastal points in New Brunswick and Maine.

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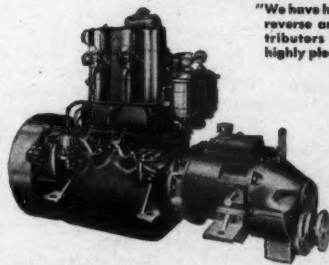
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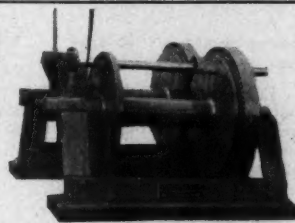
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*United States Motors Corp., 448 Nebraska St., Oshkosh, Wis.

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Letters

Sirs: . . . I have been very much interested in looking through your May editorial "Fish & Wildlife Service Funds Should Not Be Reduced", and I want you to know that this entire subject is being thoroughly and carefully considered by the Senate Appropriations Committee. —Sen. Styles Bridges, N. H.

Sirs: . . . Thank you for your letter and the enclosed editorial from your May issue. Please be assured of my support for full appropriations for the Fish and Wildlife Service of the Department of the Interior. —Sen. Warren G. Magnuson, Wash.

Sirs: . . . I very much appreciate your making the material in your May editorial available to me. —Sen. Wallace H. White, Jr., Me.

Sirs: . . . Thank you for your letter enclosing articles from your May issue on the legislation that is before Congress for consideration this session. I appreciate having this material for reference when these issues come before us in the Senate. —Sen. Charles W. Tobey, N. H.

Sirs: . . . Thank you for the editorial from your May issue. I am glad to have your views on this subject. —Sen. Clyde M. Reed, Kans.

Sirs: . . . I assure you I shall read your May editorial with interest and care at the first opportunity. —Sen. Henry Cabot Lodge, Jr., Mass.

Sirs: . . . This will acknowledge your letter enclosing the editorial published in your May issue. I shall read this with much interest and appreciate your thought of me in this connection. —Sen. Owen Brewster, Me.

Sirs: . . . You certainly do a swell job with *Atlantic Fisherman* in covering the problems and vicissitudes of the fishing industry. I have particular reference to your editorial regarding drastic decreases in appropriations to Fish and Wildlife Service. —L. J. Hart, Sec., Gloucester Fisheries Assoc.

Sirs: . . . I have had the opportunity of looking over the material published in your May issue covering the recent National Fisheries Institute Convention, and I think it is very well done. —J. L. Alphen, past president, National Fisheries Institute.

Sirs: . . . I think you have done a marvelous job reporting what happened at the Convention, and you can rest assured that the N. F. I. appreciates this. —O. L. Carr, president, National Fisheries Institute.

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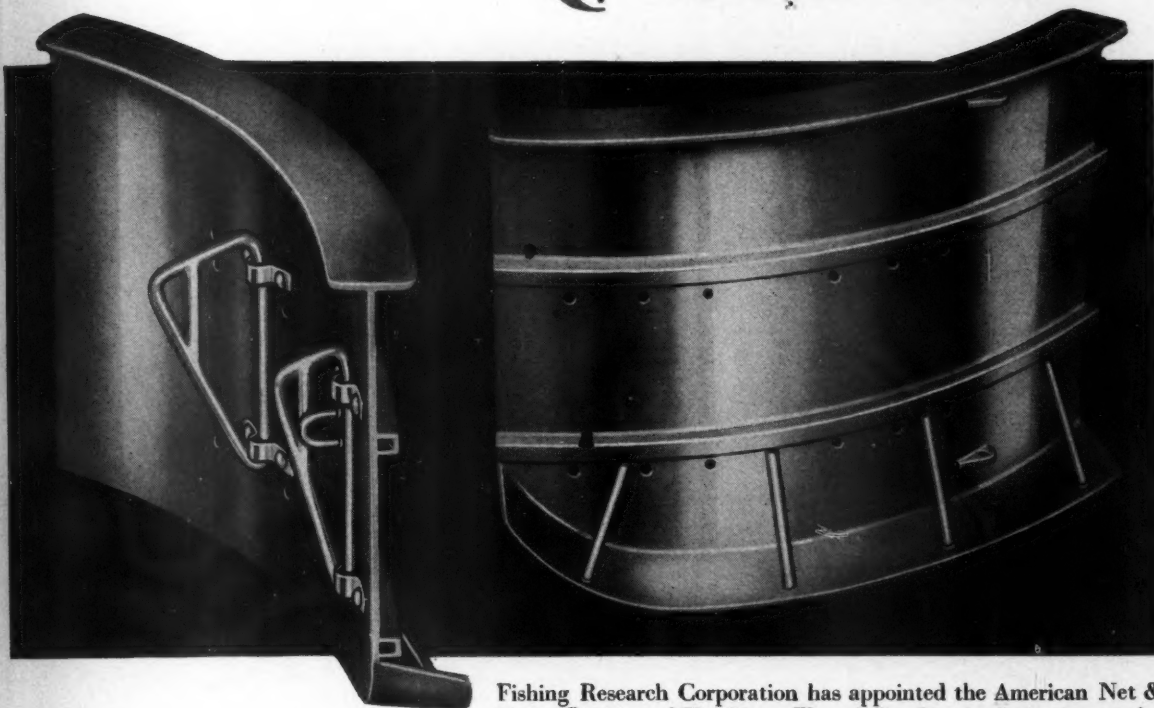
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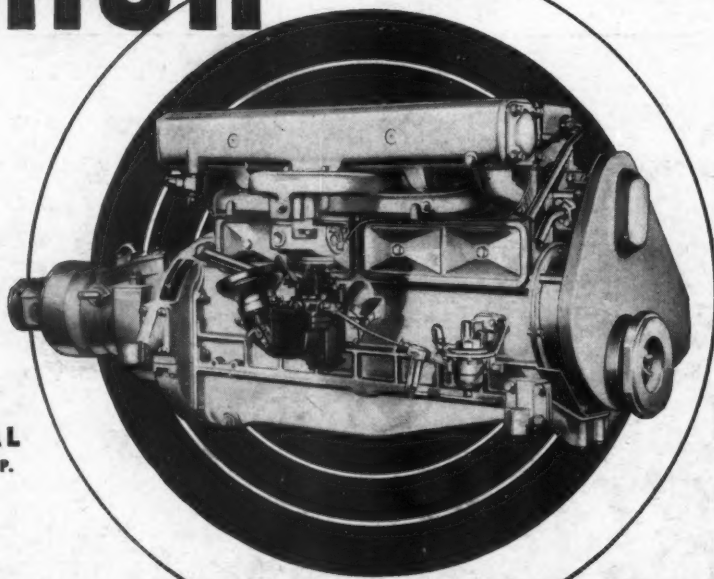
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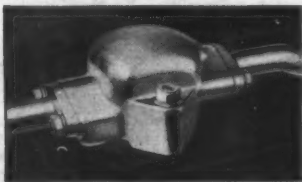


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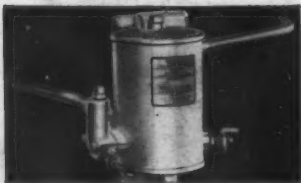
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